



NAVY NEWS

JUNE 2016

Shadows of Jutland

● Sailors from HMS Sutherland formed a Guard of Honour at Invergordon during one of the many ceremonies taking place to remember those who died at the Battle of Jutland 100 years ago. (See page 14)

Picture: LA(Phot) Will Haigh



Enduring Enterprise

Survey ship put through her paces in the Mediterranean

Harry's heroes

Medal haul for sportsmen and women at Invictus Games



After a decade-long absence from the alliance's principal task group, frigate Iron Duke

Right back into the

NATO. Remember them?

Once upon a time, pretty much everything the RN did was with the alliance. Exercise after exercise. Spring Train. Able Archer. Cold Response. Noble this. Dynamic that.

And those task groups. Standing Naval Force Atlantic. Standing Naval Force Mediterranean.

But shifting commitments, changing priorities, fewer ships have meant that over the past decade, the sight of the White Ensign fluttering among the standards of other allied ships assigned to the task groups became less and less frequent.

To be sure, we still dispatch minehunters regularly to the two specialist groups prowling northern European and Mediterranean waters.

But NATO's 'big ticket' forces, Standing Groups 1 (northern waters) and 2 (the Middle Sea and Middle East), have mostly gone without a Royal Navy presence.

But shifting commitments, changing priorities, a resurgent Russia have focused eyes once again on the treaty organisation.

Which is why all the way back in January, HMS Iron Duke was sent to join Group 1 – the first RN vessel in around a decade to do so.

Much of the time since has been spent in the Baltic; the long-standing focus of Group 1's mission is to provide support and reassurance to Latvia, Lithuania and Estonia in particular.

Hence the Portsmouth-based warship tracked the movements of Russian frigate Admiral Grigorovich from the Baltic to the North Sea... where HMS Sutherland took over and continued to monitor the vessel's onward journey.

Visits to Baltic ports have gone down particularly well with the local populace, local dignitaries, local military commanders, local media.

"There seems to have been a growing momentum and excitement behind Iron Duke's and NATO's presence in the area," said her CO Cdr Ben Aldous. "The ship's company have been fully engaged in a busy and demanding influence campaign. For those onboard, the

schedule's been non-stop, but also incredibly rewarding."

Group 1 comprises Spanish frigate ESPS Álvaro de Bazán, support ship Cantabria, and, later, HDMS Peter Willemoes – with appearances along the way by Polish and Norwegian warships.

The RN doesn't exercise alongside the Spanish as much as the Americans, French or Germans, or navies in the Gulf, for example.

And T23 crews have grown accustomed over the past decade to going it alone: Caribbean, South Atlantic, Indian Ocean. Working as part of a tight-knit task group operating in close proximity has been a novelty for many of the ship's company – a pleasant one at that.

"Aside from the obvious language barrier, co-ordination of activities does take significant planning, but in the various

port visits, Spanish and British sailors have enjoyed visiting each other's ships and socialising together, furthering international relations for operating at sea," said Lt Cdr Dave Lee, Iron Duke's weapon engineer officer.

Large-scale exercises still form the crux of any NATO deployment: Dynamic Guard (anti-submarine/air/surface attacks off Norway). Cold Response (all-out Arctic warfare in and off Norway). Joint Warrior (all out land, sea and air war in and off Scotland).

At the latter, the frigate conducted a gunnery shoot against surface targets, then provided support to troops exercising ashore by firing illumination rounds on to a grid location at Cape Wrath – lighting up the terrain and helping the forces operating ashore.

In all, 91 rounds left the barrel of the 4.5in gun – it earns its Kryten

nickname from the eponymous Red Dwarf angular-headed robot – as part of the 'joint fires exercise' on the Cape Wrath ranges, the most northwesterly point in mainland Britain.

The blast not only kept the gunbay team on the British frigate fully occupied, but also honed the skills of 148 Battery Royal Artillery – the Army's naval gunfire support specialists who spotted for Iron Duke and liaised with her operations room team.

And just so the machine- and medium-calibre gunners didn't feel left out, the 30mm and force protection guns spewed fire and fury too; 21,000 rounds no less.

The focus of the first JW of 2016 (the second one will be robotic systems heavy courtesy of Unmanned Warrior) was maritime security, which gave Iron Duke's boarding team and her Lynx Mk8 helicopter a thorough workout by interdicting then searching suspicious vessels in and around the Hebrides.

207 Flight from 815 Naval Air Squadron have been with the Type 23 throughout the deployment – one of the last

by a Lynx before Wildcat completely takes over from its predecessor.

Callsign 'Rogue' and adorned with a duck in shiny red armour, the Lynx has flown more than 110 hours in support of all that the ship and task group have done: photography, intelligence gathering, tracking surface contacts at long range by night off the Norwegian coasts, 'attacking' Dutch, German, British and American submarines during exercises with boats.

When Rogue decided she didn't want to take off from the Spanish ship, a three-strong team from the Lynx flight was sent across by sea boat to fix the aircraft power supply.

Due to inclement weather they only had a 15-minute window to come up with a plan and get all their kit together for the transfer...

...which turned into an overnight stay on the Spanish flagship, where the hospitality knew no bounds says LAET Peter Arthur.

"They supplied us with olives, bread, a leg of Serrano ham and espresso on tap – not to mention swordfish steaks for



he heart of NATO

evening meal.

"A special mention must go to PO Jenkins for his bravery in overcoming his fear of heights to climb the 40 foot ladder to get on to the Alvaro.

Peter continues: "Although this was a stressful and challenging situation to be in, the hospitality of the Spanish made it an enjoyable experience which I will always remember.

"We have since bumped into some of the ship's company from the Alvaro during runs ashore and always stop for a chat."

Exercises in Norway provided the excuse for a Cruel Sea night (hence the woolly jumpers and stern poses on the bridge wing in the photograph

below) and afforded most of the ship's company the rare opportunity to 'Cross the Line' (Arctic Circle) – which is a near carbon-copy of shenanigans on the Equator ... but with a dunking in ice cold water.

Sticking with the 'cold'

theme, a Polar Bear racing night was held in the hangar which also proved very popular to increase team spirit.

Sporting fixtures are a key part of any deployment, with the crew of the Spanish flagship Alvaro de Bazán offering regular – and particularly determined opposition. The Brits won the opening encounter near London's Royal Docks 3-2, but lost in Bergen... and in a snowy Trondheim too where the footballers of Iron Duke's sister ship Sutherland proved too strong.

And at sea, a healthy lifestyle is encouraged with circuits thrice daily under the direction of clubz LPT Scott Jordan, while the ship's company collectively ran the distance from their last UK port of call (Leith) to Twickenham (415 miles) for charity. They 'arrived' at their destination just in time to sit down to watch the Army-Navy showdown, beamed on to a makeshift

cinema screen in the hangar, accompanied by a flight deck barbeque organised by the petty officers' mess.

Talking of food, 28,000 eggs and 16,000kg of chicken have been munched, as well as half a dozen seawolf (no it wasn't an April fool, the fish really does exist) – washed down with 5,200 litres of milk (not simultaneously), enough to fill the tanks of nearly 100 family cars... although God knows what it would do to the engine...

And talking of engines (apologies for the dubious segue...), since January Iron Duke's have powered her 21,000 nautical miles – that's almost a circumnavigation, which gives an idea of the amount of sea time notched up, particularly impressive because (as of mid-May) Iron Duke had never strayed more than 1,200 miles from her native Portsmouth.

In between, a lot of port visits – 18 by the time the frigate breaks away from the

NATO force, or one roughly every ten days, harbours as varied as Bergen in Norway, Warnemünde in Germany, Gdynia in Poland, Riga in Latvia, Tallinn in Estonia.

Each of these has been a mix of flag flying (both for the UK and the alliance – the gangway is opened to the public at every port of call), some sport (with the task group's Spanish flagship), some AT (sailors learned to ski in Norway while a dozen crew hiked around the port of Bergen, paintballing for the weapon engineering department in Riga), and the obligatory run ashore.

Every one of these stops has been an eye-opener for ET(WE) Nathan Hermolle, who isn't just a newcomer to the world of NATO, but the world of the RN – Iron Duke is his first ship.

"I was in the dark about how the Royal Navy interacted with other nations and the importance of such undertakings, but over the past five months I have come to realise how strong the bonds between the Royal Navy and other nations are," he said.

"After meeting a number of people from different countries, I've come to realise that the Royal Navy is greatly respected – and that's instilled a sense of pride in the job in which I do.

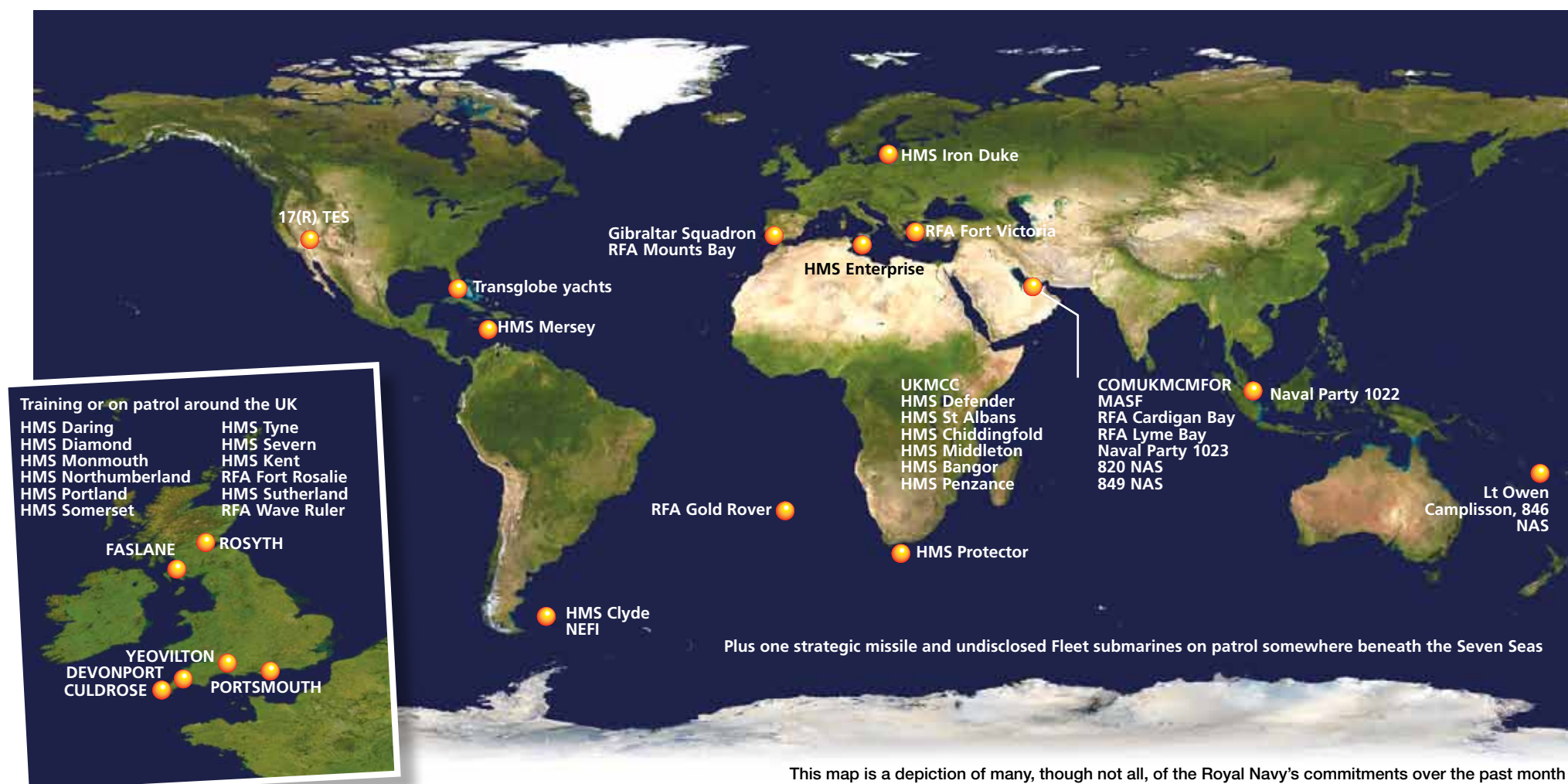
"We've docked at a number of ports and been given the opportunity to partake in a number of different activities; a few of which include skiing in Norway, playing football and rugby against a number of different teams in various countries.

"We have also had the time to socialise with our Spanish counterparts and learn what life is like on a Spanish ship compared to our own."

So far the deployment, says Cdr Aldous, has been "as varied as you could imagine. We've put the UK and the Royal Navy right back into the heart of NATO.

"Having learned a great deal operating in a NATO task group – and after experiencing such a range of environmental conditions and operational tasking, HMS Iron Duke is absolutely at the top of her game as a deployed warship."





This map is a depiction of many, though not all, of the Royal Navy's commitments over the past month

THE Royal Navy's return to the heart of NATO put the spotlight on **HMS Iron Duke** (see pages 2 and 3) as she joined Standing Group 1 in northern Europe.

The Portsmouth-based Type 23 spent much of her time in the Baltic, tracking a Russian frigate, and visiting ports while exercising with Spanish vessels, as well as those from Poland and Norway.

Talking of Norway and two RN officers were in the fjords to undergo the submariner's ultimate test – **Perisher** – aboard a Dutch submarine (see page 6).

On the other side of the world **HMS Defender** linked up with the cruise liner Queen Elizabeth in the Indian Ocean (see centre pages). The liner was one of four Carnival UK vessels to host Royal Navy Liaison Officers as they moved through what are termed piracy 'high risk areas'.

In the South Pacific a lone Royal Navy Merlin pilot from **846 NAS** was involved in disaster-relief work in Fiji (see page 9). Lt Owen Camplisson is on exchange with the Royal Australian Navy ship Canberra which went to the aid of the cyclone-hit community.

Also far from home was **HMS Mersey** as she continued her Caribbean deployment with a visit to the British Virgin Islands (see page 5) where her crew helped islanders celebrate the 50th anniversary of the Queen's visit and her 90th birthday.

Out in the Gulf and **HMS Middleton** worked with two Japanese minesweepers during an international mine exercise (see page 7). The JDS Uruga and Takashima linked up with the minehunter to observe British sailors dealing with a dummy mine on the seabed.

Over to the Med and **HMS Enterprise** was put through her paces following a maintenance period in Malta (see pages 22 and 23) before heading back out on deployment.

HMS Clyde's personnel celebrated a challenging journey from the Falkland Islands to South Georgia (see page 11) by playing a match on the world's most southerly football pitch, complete with bogs and rocks.

Back in the UK and the focus at the start of this month is the 100th anniversary of the **Battle of Jutland** (see pages 14 and 15). The National Museum of the Royal Navy's landmark exhibition brings the clash of dreadnoughts to life in four short films as well as hundreds of artefacts never before seen by the public.

HMS Kent was one of the Royal Navy vessels travelling north to mark the centenary, having earlier visited London (see page 5).

Off the South Coast and **RFA Wave Ruler** carried out an ancient ritual (see page 21) as Hindus from around the UK embarked for a ceremony which saw a damaged idol buried at sea.

In the Celtic Sea was **HMS Tyne** (see page 13) which welcomed two birds aboard as they negotiated thick fog.

The Fleet Air Arm was kept busy as the **Commando Helicopter Force** took two of their green Merlins to make their debut at the annual Ten Tors Challenge on Dartmoor (see pages 16 and 17).

A team from the Royal Navy's 'emergency service' **1710 NAS** saved the day – and potentially £20m – by developing a system to adapt the Army's Gazelle helicopter into a flying ambulance (see page 19).

A number of defence companies are preparing to showcase their unmanned systems at **Unmanned Warrior** (see right) in the autumn.

This month marks the 60th anniversary of the founding of **HMS Sultan** in Gosport (see page 20).

Finally, current and veteran Royal Navy and Royal Marines personnel were in the medals as they competed for Team UK at the second **Invictus Games** in Orlando, Florida (see pages 26 and 27).

Drone to land starring role

THE world's first unmanned aerial vehicle capable of landing on a ship will be trialled at the Royal Navy's Unmanned Warrior showcase this autumn.

A team of three engineers from Roke Manor Research will test the drone in a variety of sea states and weather conditions, including night landings, on Serco Marine Services' auxiliary ship SD Northern River during the exercise off Scotland.

The Romsey-based company is one of 40 organisations preparing to deliver the largest unmanned systems event of its kind.

Unmanned Warrior will allow the Royal Navy to see first-hand how some of the systems and sensors could integrate into current and future operations. More than 50 vehicles, sensors and systems will operate in a number of activities in the Ministry of Defence exercise areas based around Scotland.

While some UAV landing systems rely on a signal from a ship's beacon to identify the landing site, Roke's Autoland technology intelligently identifies obstacles on the ship to land safely.

Roke engineer Rebecca Robinson said: "Landing on a moving platform is the most hazardous part of operating UAVs at sea. If it goes wrong, recovery is both complex and costly. It's also one of the main reasons UAVs have not yet been adopted into Naval operations.

"While Autoland is technically advanced, it is also extremely



● Roke's drone will be tested at Unmanned Warrior

simple to use, allowing UAVs to become a safe and reliable part of search, rescue and reconnaissance operations at sea."

During the trials the Roke team will work with Portchester-based company ASV, whose sales and marketing director Vince Dobbin added: "Unmanned Warrior is a fantastic opportunity to showcase the technologies that are being developed here on the South Coast."

Fleet Robotics Officer Cdr Peter Pipkin said: "Unmanned Warrior is about seeking innovative ways to operate on the leading edge of technology; it's not about removing humans from the decision chain or replacing every bit of our current capabilities with unmanned systems."

First Sea Lord Admiral Sir Philip Jones said: "Unmanned maritime systems will change how we operate, but they're just



Engineering trio focus on carriers

COMPUTER gaming technology could help sailors find their way round the Royal Navy's new aircraft carriers.

Three engineering apprentices (pictured above) from BAE Systems in Portsmouth entered a paper detailing their suggestions to the International Naval Engineering Conference and Exhibition in Bristol.

Fourth-year apprentices Ross Basketter and Craig Birchmore, along with third-year student Abbi Fisher, all work on the Queen Elizabeth-class Readiness Programme and demonstrated how a 3D environment could help sailors to get to know the ship.

They entered their paper – which shows how virtual reality could have a practical application on HMS Queen Elizabeth and Prince of Wales – in the Sir Donald Gosling Award.

Judging Panel chairman John Newell, who is also Head of Queen Elizabeth Class Support at BAE Systems, said: "The sheer size and complexity of the new carriers present support staff with a challenge both in finding their way around the ship and in supporting the ship's systems.

"This paper highlights the opportunity that virtual reality offers in building intimate knowledge of the ship from ashore, assists in designing future changes to the ships and helps with planning support activities amongst many potential benefits to improve effective and efficient delivery of support."



● Rebecca Robinson

the start. Our pursuit of new technologies and ideas – from big data to 3D-printing – will ensure we remain one of the most capable and successful Navies in the world."

The MOD has signed a £1m contract with QinetiQ to provide a demonstration system for Unmanned Warrior.

After the exercise the command and control system will be trialled by the Royal Navy's Maritime Autonomous Systems Trials Team.

Capital eyes on women of Kent...



HMS KENT makes her way down the Thames before taking a starring role in the Battle of Jutland centenary commemorations.

During the frigate's visit to London she conducted a capability demonstration for representatives of London's emergency services, showing the Royal Navy's ability to deliver defence diplomacy and disaster relief, through to high end warfighting.

As the ship sailed past the O2 Arena towards Canary Wharf, it was the women of Kent who took centre stage on the bridge.

Of a core ship's company of 165 there are 22 women on board, working across the decks in varied jobs from engineering technician to physical trainer and police officer. Just part of the reason why the Royal Navy was named in *The Times* Top 50 Employers for Women.

Hannah Watson, 23, who has the title of Steward, but carries out a number of tasks, said: "In my secondary role I man the echo sounder, which monitors the depth of the sea as we come in.

"It can get quite shallow and can get complicated bringing a ship into port.

It's my job to keep the navigator aware – coming in to Canary Wharf took a long time as it's quite a tight fit!"

Kent's CO Cdr Daniel Thomas said: "Taking a Royal Navy warship to London is always a huge honour but particularly so in the year of Her Majesty the Queen's 90th birthday."

Following the visit to the capital, Kent departed for Rosyth and then for Scapa Flow, where she was to provide a gun salute to mark the 100th anniversary of the greatest sea battle of the 20th Century.



Hats off to Severn

GENERAL Sir John McColl, Lieutenant Governor of Jersey, (he's the one in the rather fanciful hat) presents Lt Cdr James Reynolds with the Jersey Cup – coveted by members of the 'cod squad'.

For as well as the right to fly a special Fleet Efficiency Pennant as the Navy's No. 1 fishery protection ship, there's a lovely piece of silverware to go in HMS Severn's trophy cabinet (cast your mind back a dozen or so years and fish duties were performed by Island-class ships, among them HMS Jersey).

The silverware presentation was the highlight of the Jersey Boat Show – now a regular fixture both on the maritime calendar and the RN's public events diary.

For alongside the ship, there was the RN Presentation Team, the RM Corps of Drums from the RM Band Plymouth and Cdre Jamie Miller, the RN regional commander, plus personnel from his domain all beating the drum for the Senior Service.

More than 35,000 people – that's the equivalent of one in every three islanders – attended the show. And one in every nine of those visitors took the opportunity to look around Severn herself.

Sailors also moved among the crowd rattling buckets and tins – and every penny pushed into them by people was matched by Barclays Bank, thus raising more than £4,100 for the Royal Navy and Royal Marines Charity.

The Corps of Drums from the Royal Marines Band Plymouth impressed guests with their skill, before the highlight of the evening – sunset, which included a ceremonial guard comprising members of Severn's ship's company.

The final event on-board was a buffet lunch for a number of key dignitaries and boat-show personalities, including the harbour master and other Port of Jersey personnel.

Lt Cdr Reynolds added: "It has been a wonderful privilege to bring my ship to Jersey to support the boat show. Severn achieved an incredible amount in 2015 and it is only just that the ship's company have been able to enjoy a visit to Jersey as recognition for their efforts."

Mersey marks a royal double

SAILORS from HMS Mersey helped the British Virgin Islands mark the 50th anniversary of the Queen's visit – as well as celebrate her 90th birthday.

The River-class patrol ship called in at Tortola where the crew, dressed in their tropical No 1 uniforms, marched through the capital Road Town.

They were joined by the Royal Virgin Island Police Force, which fired a 21-gun salute, and children from the local Army Cadet Corps.

The parade was watched by islanders, the Governor John Duncan and Premier of the island Orlando Smith.

The parade concluded with a speech by the Governor, who read a letter from the Queen stating how much she remembered fondly the BVI from her visit 50 years ago.

There was also an awards ceremony where medals were given to the members of the Civil Service recognising their long service to the islands. Commemorative awards were also given to those who helped assist the Queen on her first visit to the islands in 1966.

During her visit HMS Mersey welcomed aboard some children and adults for a tour, which took place during tropical downpours.

Four sailors spent the day helping workers at the JR O'Neal Botanical Gardens repair



● Personnel from Mersey take part in a parade in Road Town

gravel paths. The four-acre gardens, located in the centre of Road Town, are considered to be among the finest in the Caribbean and showcase some of the islands' tropical flora.

"It's fantastic that we've been able to come here to help contribute to the upkeep of the BVI's natural beauty," said Wtr Nathan Roxburgh.

Mersey hosted local dignitaries and members of the community for an evening reception and capability demonstration, with Mr Duncan taking the salute at the Ceremonial Sunset ceremony.

Mersey's commanding officer Lt Cdr Richard Hewitt led a contingent to the Governor's Queen's Birthday Ball, with the ship's steward Chewe Besa distributing tots of rum to guests.

The islands, which comprise four main islands and around 50 other smaller islands and

islands, are one of six UK Overseas Territories in the Caribbean.

Home to a large number of British expats, several welcomed Mersey's sailors to their homes, swimming pools and yachts during the ship's visit.

With the visit coming to a close, Mersey's sailors went souvenir shopping at BVI's resident Pusser's Rum bar and distillery before a final quick swim at the beautiful beaches around Cane Garden Bay.

The ship's next port of call is Martinique, where she will conduct a planned maintenance period and then continue her busy programme of defence engagement.

Mersey left Portsmouth in January for her Caribbean deployment – a mixture of flag flying for the UK and drug-busting duties alongside the US Coast Guard.



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Nations unite for Baltic blasting

A HUGE plume of water signals another wartime mine has been dealt with – this time off Lithuania.

Bomb disposal experts from the Royal Navy joined colleagues from 13 nations to deal with historic ordnance.

Open Spirit 2016 also involved 19 ships, led by the Lithuanian Navy, to deal with mines from the two world wars.

Personnel from Fleet Diving Unit 2 at Horsea Island joined the exercise at Klaipėda on the Baltic coast.

It is the sixth time the exercise has taken place to locate ordnance left in the Baltic state's territorial waters.

This year's exercise also involved personnel from Belgium, Canada, Denmark, Estonia, France, Germany, Latvia, Netherlands, Norway, Poland, Sweden, and the USA.

The last time Open Spirit

took place on such a large scale was in 2013 when 12 warships and four diving teams from ten countries surveyed more than 118 square kilometres of seabed – an area three times the size of Portsmouth.

The annual exercise is conducted on a rotational basis among Lithuania, Latvia and Estonia to dispose of sea mines and other ammunition left from wars.

Three years ago three shipwrecks were also discovered and marked.

It is estimated that more than 16,000 mines were left in Lithuanian territorial waters during WW1 and WW2.

The 13 exercises held in the country since 1997 has resulted in the removal of 166 mines and other explosives.

The annual clearance helps reduce risks for navigation and fishing and protect the ecology of the area.



Fjord focus for Perisher pair

SEEN through the unmistakable cross-hairs of a periscope, this is Lt Cdr Ian Shropshall's view of the Dutch frigate Van Amstel as he undergoes the submariner's ultimate test: Perisher.

Two Britons eager to take charge of one of the Royal Navy's nuclear submarines tried handling a nimble Dutch boat in the Norwegian fjords – just one stage of the fearsome Submarine Command Course, SMCC in the world of military acronyms, or simply Perisher to every submariner.

Part of that extensive and unforgiving course – failure means an end to your career in the Silent Service – can involve time with an Allied navy's submarine.

The Royal Navy's submarine flotilla is all nuclear-powered.

Not so the Dutch or Norwegians, who run traditional diesel engines and frequently host would-be British and American boat 'drivers' as part of their instruction.

This spring it fell to the Royal Netherlands Navy and their HNLMS Bruinvis (Dutch for porpoise) to do the hosting with Lt Cdrs Shropshall and James Collie accepting the invitation.

The 22-year-old diesel boat is about one third of the size of



● Lt Cdr Ian Shropshall looks through the periscope in Bruinvis

our Astute-class or half the size of older Trafalgar-class hunter killers – which makes her much better suited to operating in the confined waters of the Norwegian fjords.

"Understanding how other nations' navies and types of submarine work makes Royal Navy warfare officers better submarine captains," said Cdr Justin Codd, Perisher's 'teacher' and former CO of brand-new HMS Ambush.

"Conducting visual safety drills is pretty much the same on all classes of submarine and requires our commanders to have exceptional mental arithmetic and spatial awareness abilities as they look to avoid up to four warships that are aggressively trying to hunt them down."

And aggressively trying to hunt down Lt Cdr Shropshall were the Dutch frigate Van Amstel and patrol ship Groningen during

the 'eyes only' assessment as he had to successfully locate and evade the fast-moving warships charging towards Bruinvis.

"Although the drills were conducted in English, I quickly learned that issuing the Dutch command of 'vek target' – to dive away – worked best as we looked to remain at periscope depth for as long as possible before diving under a 5,000-tonne warship coming at us at more than 30 knots!" said Lt Cdr Shropshall.

He and his fellow hopeful Lt Cdr Collie have now completed their time with the Bruinvis – she's continuing the Dutch element of the command course with officers from the Netherlands – and are gearing up for the fourth and last phase of Perisher, a final tactical assessment at sea in a British boat this month, alongside other British students.

Diamond bridge tribute

A NEW crossing over the River Don in Aberdeen is set to be named after HMS Diamond.

The £22m Diamond Road Bridge – which opens this month – will link the Bridge of Don and Tillydrone.

Diamond Bridge was selected following a vote by local schoolchildren.

The name is in honour of the Queen's Diamond Jubilee, as well as Aberdeen's links to the destroyer HMS Diamond.

The granite city is one of the

Type 45's affiliates.

The 8,500-tonne warship docked into the city in November to host community events and for Remembrance Sunday.

A total of 441 pupils participated in the ballot; 247 from Danestone Primary School and 194 from Riverbank Primary School, with Diamond receiving more than 46 per cent of the votes.

The aim of the project is to improve access in the north of Aberdeen.



Green light for the Black Cats

THE Royal Navy's Black Cats helicopter display team are set to wow millions of spectators this summer.

Following months of training, the team was formally awarded its Public Display Authority, the final assessment that authorises the team to begin their season.

The pair of Wildcats will appear at more than 30 displays in the UK and abroad this year.

Although this will be the fourth season for experienced Black Cats pilot Lt Cdr Dave Lilly, it is the first for the pilot of Black 2, Lt Chris Rebbeck, who said: "When I joined the Lynx Wildcat Maritime Force, I always appreciated the way the Black Cats handled the aircraft."

"Having now gone through the rigorous training process, I understand why they are regarded as one of the best display teams in the UK and I am proud to carry that tradition forward."

Both Black Cats pilots are Qualified Helicopter Instructors with 825 Naval Air Squadron at RNAS Yeovilton and, before joining the team, operated the venerable Lynx Mk8 from Type 23 frigates and Type 45 destroyers.

The Black Cats will be performing on Armed Forces Day events in Cleethorpes, Blackpool and Plymouth over the weekend of June 25-26; RNAS Yeovilton's air day on July 2; RNAS Culdrose's air day on July 28 and in the Netherlands on June 10-11 as well as in Jersey and Guernsey on September 8.

Navigation innovation

MORE than 30 Royal Navy ships and submarines are to be fitted with a new compass system developed by Lockheed Martin as part of a six-year, £17 million contract with the Ministry of Defence.

The Navigation Compass Programme (NCP) contract will see Lockheed Martin replace the current systems in use on Type 23 frigates, Hunt and Sandown-class mine counter measure vessels, Trafalgar and Vanguard-class submarines, and a number of RFA vessels, with new sensor-based technology.

Lockheed Martin has teamed up with iXBlue, a company that develops fibre optic gyroscopes, to produce the NCP.

The new compasses are able to operate in the most remote locations where there is sporadic or no GPS signal available. The entire system uses the latest fibre optic technology.

The system will be designed and built by Lockheed Martin engineers in Havant and then fitted onto the vessels during periods of maintenance at Naval bases around the UK.



Nick shines with stars

THE Royal Navy's senior musician Lt Col Nick Grace shares the stage with singer James Blunt at the Queen's 90th birthday party.

The head of the RM Band Service conducted an orchestra of 65 musicians from all three Services at the four-night celebration in the grounds of Windsor Castle.

"It has been a huge honour and privilege to have been part of this celebration for Her Majesty, but more especially to conduct this fantastic orchestra," said Lt Col Grace, who also shared the stage with celebrities such as Kylie Minogue, Katherine Jenkins, Dame Shirley Bassey and Gary Barlow.

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Flying the flags for minehunting

Marines' slick training

ROYAL Marines aboard HMS St Albans spent three days sweeping through a mock oil rig to hone their skills in the Middle East.

Eight commandos serving with the Portsmouth-based frigate headed for the US Coast Guard's specialist facility in Bahrain when the ship spent a few days in the kingdom.

The 'ship in the box' complex mirrors the superstructure and compartments boarding teams are likely to face should they step aboard either a large merchant vessel or an oil platform.

There are nearly 150 rigs, platforms and other oil installations throughout the Gulf (which, surprisingly, is 30 fewer than can be found in the North Sea).

The marines of 43 Commando Fleet Protection Group at Faslane threw themselves into the close-quarters combat training, throwing in some battlefield trauma drills and fitness for good measure.

The eight Royal Marines form the Saint's 'green' boarding team, working alongside the 'blue' team of ship's company to board, search and inspect vessels they come across – anything from dhows receiving a friendly call and assurance visit, to an hours-long bow-to-stern, mast-to-keel search for drugs or smuggled weapons.

"Close quarters marksmanship is a skill that takes time and diligence to perfect – it cannot always be maintained whilst deployed so when the chance arises it is important that we seize it," said Lt Warren Rowe, Officer in Charge of St Albans' Royal Marines detachment.

"This tested our skills as boarding operators and helped integrate new members of the team so that we always remain at the pinnacle of operational effectiveness."

THE crew of British minehunter HMS Middleton were given a rare insight into one of the world's largest navies when they teamed up with the Japanese in the Gulf.

Tokyo dispatched two ships – JDS Uruga and Takashima – to take part in an international mine exercise, plus its senior officer in the field, Rear Admiral Hideki Yuasa.

They linked up with Middleton, one of four Royal Navy minehunters permanently stationed in the region to keep the sea lanes safe and open; in Middleton's case, she and her 40-strong crew are experts in locating – and destroying – mines and explosives in shallow waters...

...As the Japanese discovered when they joined the Bahrain-based ship and observed the British sailors deal with a dummy mine laid on the bed of the Gulf.

After the ship's sonar found a suspicious contact, the crew launched one of the Seafox submersibles to identify the object – it feeds live TV images back to the operations room – and (theoretically) destroys it using the explosive charges it carries.

The two Japanese ships and Middleton also took part in combined manoeuvres as all three vessels operated in close proximity, driving in different formations.

With a Japanese liaison officer on the Royal Navy ship's bridge, the exercise passed off flawlessly, proving that the units could operate seamlessly together.

"It has been very interesting



● Rear Admiral Hideki Yuasa, Commander of the Japanese Mine Warfare Force, receives a brief on the Seafox submersible



● Visitors chat to Lt Cdr Ingham

working with the Japanese ships and very interesting discussing the mine warfare doctrine that the Japanese operate," said Lt Cdr 'Millie' Ingham, Middleton's CO.

"We made new friends and colleagues among our Japanese counterparts and we look forward to working with them again in the

future on MCM operations."

The Anglo-Japanese link-up closed with the ships signalling by flags; the Uruga hoisted a series of flags which would be copied by the other two vessels.

In true Royal Navy fashion, this quickly turned into a competition to raise the signal before the JS Takashima, with the lead changing hands several times.

"It was the first time I have had an audience of 12 people watching me work on the signal deck," said AB(Sea) Carl Seabourne.

"The Japanese obviously take their flag work and flashing light seriously and they put us through our paces during the signalling exercise.

"I am the only trained visual signaller aboard Middleton but by the end of the exercise, we had the captain's steward, two trainee officers and two engineers working furiously to hoist the correct signals with the Japanese guests helping out too."

Swarm attack as Daring is put to the test

YOU can't beat the fine sight of numerous small boats marshalled in neat formation in the English Channel.

Unless you're on the bridge of HMS Daring. For this is a swarm attack – one of the ordeals the Type 45 had to come through as she geared up for her third deployment.

After a lengthy overhaul in her home base of Portsmouth following her 2013-14 world tour (which included ballistic missile defence tests, taking part in the 100th birthday of the Royal Australian Navy and providing relief to the communities of the Philippines hit by the devastating Typhoon Haiyan), the destroyer has gone through the demanding process of being turned into a fighting warship again.

As well as the upgrades, overhauls, revamps and improvements carried out since her previous tour of duty, a high percentage of her ship's company have also changed, starting with the CO, now Cdr Philip Dennis. The ship's previous Lynx flight has been relieved by the new Wildcat HMA Mk2 from 204 Flight.

To whip them into shape, six weeks of Operational Sea Training off Plymouth courtesy of the staff from FOST.

They threw all the basics of warfighting at the 240-strong ship's company: damage control, fire, flood, repairs, replenishment at sea to take on fuel and supplies, boarding team, gunnery, Wildcat helicopter operations, Naval gunfire support, and some live firings from her Phalanx automated Gatling guns and machine guns.

In the final stages of the assessment, the ship's self-protection team tested new targeting systems to deal with the danger of small, fast-moving surface craft – hence the swarm attack.

Daring's assessment concluded with the traditional all-out Thursday war... once the south coast fog had lifted. When it had, the bridge was wiped out by a rocket-propelled grenade strike, but it didn't deter the 'survivors' from laying down some (simulated) gunfire to support troops ashore in Devon.

With OST passed, there's a short spell of maintenance to prepare the destroyer first for the rigours of the Atlantic – she must fire her main armament, a Sea Viper missile, on the range before deploying – followed by summer leave before the ship heads off on a nine-month tour of duty at the end of August.



Sister act as Bays meet at Souda Bay



● RFAs Lyme Bay and Cardigan Bay moored together in Souda Bay

SISTER ships RFA Lyme Bay and Cardigan Bay met up in Souda Bay, Crete.

Cardigan Bay was handing over her duties as afloat forward support base ship to her sister Lyme Bay.

The handover consisted of verbal and written briefs, in conjunction with numerous differing types of stores to be transferred from Cardigan to Lyme.

The Bay-class vessels berthed alongside one another, a rare occurrence as both ships weigh in at 16,160 tonnes apiece, are 176.6 metres in length and have a beam of 26.4 metres.

Lyme, with battlestaff from UKMCMFOR embarked, was despatched as part of the international search effort looking for the wreckage of EgyptAir flight MS804 which disappeared in the Eastern Med on a flight from Paris to Cairo.

Lyme was then due to head to the Gulf to support the flotilla of minesweepers.

Lyme's CO Capt Paul Minter said: "We are looking forward to returning to the Gulf to undertake support for the UK minesweepers."



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Junglie in Fiji



REMOTE island communities devastated. Buildings flattened. Power and telephone lines downed. Water supplies contaminated. Roads blocked or washed away.

All caused by the most powerful storm ever recorded smashing through the archipelago.

A Navy to the rescue.

Engineers toiling in broiling heat and near 100-per-cent humidity to maintain helicopters which buzz around with loads slung beneath them.

You're probably thinking: Philippines, 2013, and the efforts of HMS Daring and Illustrious.

And in this instance, you'd be wrong.

Try Fiji, spring (or autumn in the Southern Hemisphere) 2016.

The Navy is the Royal Australian. The ship, HMAS Canberra (imagine a super-sized Ocean) carrying, inter alia, two MRH90 helicopters (imagine a scaled down Merlin) from 808 Naval Air Squadron.

Among the seven aircrew and 16 engineers supporting those helicopters, one Briton: Lt Owen Camplisson, a Merlin pilot with the commando fliers of 846 Naval Air Squadron on exchange with our Commonwealth allies.

He – and his comrades – faced challenges almost identical to those mastered by Fleet Air Arm aviators in the Philippines two and a half years ago – just 4,500 miles away and on the other side of the Equator.

Cyclone Winston barrelled its way across Fiji in late February. Winds reaching 145mph – as powerful as those generated by Haiyan – laid waste to anything in their path.

When the storm had passed, more than 40 people were dead and \$1bn US damage – £680m – caused.

The Australians dispatched a task force led by the helicopter carrier Canberra on Operation Fiji Assist, focusing their efforts on the small island of Koro.

About 60 miles east of Fiji's main island Vita Levu and roughly the size of Bristol, Koro is home to around 4,500 souls spread across a dozen or so communities.

It took the full force of the cyclone.

In many ways, the Australian Navy's response to Winston was a carbon-copy of the Royal Navy's actions in the aftermath of Haiyan: first use helicopters to survey the damage, then land initial parties to make contact with the local populace to get a feel for the situation on the ground before knuckling down to the task of delivering aid and providing assistance.

Lt Camplisson and his colleagues flew in building materials – such as shifting 26 tonnes of material to repair three schools in three villages – dropped food supplies to cut-off villages, delivered rations to troops working ashore, carried giant water containers, evacuated those in need of medical aid, ferried heavy equipment to remote locations, and transported the media, VIPs and government officials around.

Initially, the fliers found their mission made even more difficult by the devastation caused by Winston.

Like the Merlin, the MRH90 has a powerful downwash – and aircrew were fearful that the strong draught would whip up debris and add to the damage, or harm the helicopters themselves.

"The work's been both challenging and rewarding," Lt Camplisson said. "It's been fantastic to get such a welcome reception from the Fijians when we've been delivering stores.

"Even though it's plain to see that they have lost so much, you still see an overwhelming sense of community and dignity. Somehow I feel this isn't the first time they have dealt with hardship.

"Hopefully, when we get home we'll be able to take stock of what we've achieved and how we've helped those less fortunate than ourselves."

And on a lighter note, the Brit was introduced to an Australian delicacy: Tim Tams – which are a bit like Penguin bars and apparently as important a currency in the RAN as chocolate hobnobs are in the RN.

So much so that when Lt Camplisson flew a box of the Aussie biccies (plus other supplies...) across to the CO of the New Zealand amphibious ship HMNZS Canterbury – also dispatched to Fiji to support the relief effort – he received a bottle of wine as a 'thank-you'.

Pictures: Royal Australian Navy



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A league of their own

There are no easy games at this latitude...

THE bright blue calm waters of South Georgia provide a stark contrast to the heavy iceberg-laden seas negotiated by HMS Clyde.

The patrol ship's 800-mile journey from the Falkland Islands proved challenging, with iceberg lookouts on duty to aid the bridge team and 'Albert', an RAF C130 Hercules, flying overhead to identify icebergs.

Clyde negotiated smaller icebergs, known as growlers, on the approach to the island, where a team from the South Georgia government and British Antarctic Survey helped the ship alongside in gusting winds at King Edward Point, the island's capital named after King Edward VII in the early 1900s.

During their visit, members of Clyde's football team played on the world's most southerly football pitch – complete with bogs and rocks.

The visitors, who donned their Morton blue and white kits – the ship is affiliated with the club's home town of Greenock – emerged 2-1 winners against a South Georgia side at the ground, which was used by some of the first whalers who settled in Grytviken, in the 1920s.

The pitch – at latitude 54° south – was considered the best of the whaling stations and hosted a tournament involving teams from five stations in 1931.

Personnel from Clyde took the opportunity to follow in the footsteps of explorers such as Ernest Shackleton, with a tour led by members of BAS.

First stop was the abandoned whaling station at nearby Grytviken, complete with the wreck of the whaling ship Petrel, one of several vessels, which serve as a reminder of the island's past.

Clyde's personnel then walked through masses of Fur Seals to Shackleton's grave at Grytviken Cemetery.

Surrounded by mountains and glaciers, the sub-Antarctic island is a vital haven for wildlife, and sailors from Clyde were also able to tour Seal Puppy Lake and beyond to Miviken, watching hundreds of Fur Seals growling and barking in the grass. As well as the Fur Seals, personnel were able to view Elephant Seals, King Penguins and Giant Petrels.

A few privileged members of the ship's company were given a tour of the BAS laboratories, gaining insight into the work conducted by the scientists that ensures that the unique environment of South Georgia is sustained and its flora and fauna are allowed to thrive.

HMS Clyde delivered the new doctor for BAS and a refrigeration engineer needed to help the team maintain essential services at their base on

the northeastern side of the island.

King Edward Point serves as a centre for fisheries research. Owned by the Government of South Georgia and the South Sandwich Islands and operated by BAS, it provides critical research to support sustainable fishing in the Southern Ocean.

Research informs the Commission for the Conservation of Antarctic Marine Living Resources, the international organisation that sets catch limits for the commercial fisheries in the region.

The waters around South Georgia are among the most sustainably managed in the world.

With the sightseeing completed, it was time to get down to business and help the South Georgia government and BAS officials conduct a Major Incident Drill – one of the few times it is run with a live crew.

The scenario was that a fishing vessel had become shipwrecked and HMS Clyde's ship's company acted as the non-English speaking crew.

The exercise saw the South Georgia and BAS officials set up a casualty reception centre, triage centre and also ensured that a system was in place to account for all personnel.

While the majority of the ship's company played the role of the fishing vessel crew, the Command Team were on hand to provide advice and guidance to the South Georgia team.

Clyde was joined at King Edward Point by cruise liners as tourists enjoyed the landscape and wildlife – each year around 8,000 people visit the islands and attend science talks and presentations.

South Georgia's climate is harsher than expected with more than half of the island permanently covered in ice, with many large glaciers flowing from the highest peaks – a sharp contrast to the green coastal belt.

Protected by the surrounding mountains, King Edward Point's weather is usually drier and calmer than the rest of South Georgia. Temperatures vary from -15°C to +20°C and although winter and summer seasons are well defined, snow can fall at any time. The island is usually snow covered from May to October.

With a number of small icebergs seemingly attracted to HMS Clyde, the BAS used one of their vessels to tow a growler away from the ship so she could recover her rigid raider.

The patrol ship bid farewell to South Georgia, with members of the island's government and BAS team waving off the ship – a departure overseen by three King Penguins.

Clyde is continuing her routine patrols around the South Atlantic.



Picture: JCTravelography

ON A wet and blustery day in Scapa Flow, the most famous sailor in the land shakes hands with an Army staff officer aboard flagship HMS Iron Duke.

Towering over the slightly diminutive Commander-in-Chief of the Grand Fleet is the imposing 6ft 2in frame of the most famous military figure in Britain.

Dressed in a beige trenchcoat – and evidently bending Jellicoe's ear – this is War Minister Herbert Kitchener – Kitchener of Khartoum, K of K – arguably the most recognisable face in the Empire.

His almost accusatory poster urging Britons to enlist – it remains one of the iconic images of the Great War – prompted men to volunteer in their hundreds of thousands.

For unlike the jingoistic press and tubthumping politicians, Kitchener had warned the war would be a long one and would require a national effort.

By the spring of 1916, the 65-year-old field marshal was becoming an increasingly peripheral figure in the Whitehall war effort – and a thorn in the side of MPs.

In the late autumn of 1915 he had – rightly – decided upon the evacuation of Gallipoli. He dismissed 'side shows' such as the Dardanelles misadventure, the failed drive on Baghdad, the landing at Salonica (today Thessaloniki).

The war, argued Kitchener, could only be won on the Western Front – although he did not believe the impending offensive on the Somme, the bleeding of 'his' army, would bring the great victory field commander Douglas Haig expected.

Such views, his vocal dislike of politicians, obstinacy, pessimism and, at times, 'economy with the truth' – to borrow a late 20th Century expression –



prompted attempts either to oust Kitchener, or at least manoeuvre him out of the way.

In June 1916 the manoeuvring succeeded – for a few weeks at least; Kitchener agreed to go to Russia to discuss the Allied conduct of the war.

After an overnight train journey from London, the field marshal, his personal staff, translator, and officials of the Foreign Office and the Ministry of Munitions, joined destroyer HMS Oak on the morning of June 5 and headed for the home of the Grand Fleet.

Just six days before the castles of steel had clashed with the German Fleet at Jutland. The British public was just taking in news of the

battle. The Royal Navy had been expected to deliver a second Trafalgar, but it seemed to have been defeated; Berlin was trumpeting victory, British losses were grave.

It was against this rather gloomy backdrop – and worsening weather – that Jellicoe, prepared to host the war minister.

Jutland was, understandably, the topic of conversation over lunch. Was it a British or German victory? Jellicoe argued the former.

Meanwhile, away from the machiavellian machinations of Whitehall, his guest visibly relaxed – Kitchener was almost looking forward to his three weeks in Russia.

The field marshal spent three hours chatting with Jellicoe before transferring to the cruiser Hampshire for the onward journey to Archangel.

She too had come through the maelstrom of Jutland – although it had largely been an uneventful battle for her; she'd fired just four rounds (all missed) and not taken a single hit.

At 4.45pm she slipped her buoy and sailed south out of Scapa Flow, turning west past Hoy, hugging the coast.

She sailed into the teeth of a storm – a Force Nine gale hammered the Orkney Islands. Hampshire's two escorting destroyers could not keep pace and were turned back,

flashing 'good luck' through the growing gloom before leaving the cruiser to plough on alone.

By 7.40pm, she had travelled no further than Marwick Head – no more than 45 miles from her departure point.

It was as far as she'd get. The ship was suddenly rocked by a tremendous blow – "as though an express train crashed into us" one stoker recalled – as she ran into one of 22 mines laid by the German submarine U-75, part of a failed trap set on the eve of Jutland to catch the Grand Fleet as it left harbour.

Hampshire was no more than a mile and a half offshore, but the storm and the speed with which the Atlantic gushed into the crippled cruiser

meant hardly any boats were launched. The three Carley floats which did get away were smashed on the rocky coast.

Amid the tumult of nearly 750 men seeking salvation somehow, the voice of Hampshire's gunnery officer boomed: "Make way for Lord Kitchener."

Yet no favour was shown to the field marshal; he was seen pacing the quarterdeck, calmly talking to his staff almost certainly resigned to his fate.

Hampshire went down in no more than 15 minutes, capsizing in her final moments. Just 12 men made it to the cliffs; 737 souls were lost.

Collectively, the nation mourned the loss of only one: K of K.

When the news of his death was announced at mid-day on June 6, a wave of mourning akin to the passing of a monarch swept the land: shops closed, blinds and curtains were drawn, flags lowered to half mast, Army officers wore black armbands for a week as a mark of respect. In time, memorials would spring up across the land – including an imposing tower at Marwick Head (currently being restored).

Some Britons simply refused to accept Kitchener was dead – his body was never recovered.

Perhaps the field marshal was living as a hermit in an Orkney cave. Or maybe he had been bumped off by German spies. Or the IRA. Or Churchill and an international Jewish plot.

Conspiracy theories, it seems, were not born with the assassination of JFK...

■ This photograph (Q 41740) is one of more than ten million held by the Imperial War Museum. They can be viewed or purchased at www.iwmcollections.org.uk, emailing photos@iwm.org.uk, or by calling 0207 416 5333.

THE history of the battle of Jutland has been dominated by debates on Naval strategy and assessments of which nation could claim ultimate victory.

The aim of this project is to provide a new perspective on the battle by mapping the human cost of Jutland and its impact on the communities of the 6,100 men lost.

It has been traditionally assumed that most Naval sailors were enlisted from seafaring communities since the Navy recruited sailors directly from their base ports rather than establish recruiting centres in the UK's major cities (as was the tradition in the Royal Marines).

The project will test this theory by mapping the 6,100 sailors killed in Jutland and assess whether certain communities suffered disproportionately from others.

In collaboration with the National Museum of the Royal Navy, sailors lost in the battle will be electronically mapped to their next of kin's addresses. This map will uncover the streets, neighbourhoods and communities which were hardest hit.

The general public will also be invited to upload their relative's stories, photographs and documents to the website thereby providing further insights into the lives of those sailors who were lost. You can access the map by visiting jutland.org.uk

The researchers will then identify some of these key areas and examine how communities responded to a heavy loss of life by exploring the local press.

In investigating a community's reaction to the significant loss of life of local men, the project will provide a better understanding of issues such as the urban elites' response to tragic war-time events, the potential accord and/or discord between local and national patriotism, and popular morale on the home front during World War I.

This project is a collaboration between Brad Beaven and Mel Bassett (Port Towns and Urban Cultures, University of Portsmouth) and Carole Chapman and Steve Doe of the Portsmouth University of the 3rd Age group (U3A).

The researchers will also work closely on outputs with the National Museum of the Royal Navy and the National Maritime Museum.

The project will significantly develop and contextualise work already conducted by the Portsmouth U3A on Jutland's impact on Portsmouth which has been supported by the Heritage Lottery Fund.

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Helensburgh's Jutland tribute

SAILORS and soldiers stride across Helensburgh's Colquhoun Square as the Clyde town remembered those who lived north of the border who gave their lives at Jutland a century ago.

The Clyde town – now inextricably linked with Faslane Naval Base (which didn't exist in 1916) – became the latest to mark sacrifices of sailors and Royal Marines at the North Sea clash between the British and German fleets.

The parade was led by HMS Neptune Volunteer Band and included a marching platoon from Faslane, members of 1st Battalion The Scots Guards, and D Company, 51 Highland, of the Royal Regiment of Scotland.

Representing veterans were members of the Royal British Legion Scotland, the Royal Navy and Royal Marines, Submariners associations, and Argyll and Sutherland Highlanders Association.

Taking the salute from the dais at Colquhoun Square was Lord Lieutenant of Dunbartonshire, Rear Admiral Michael Gregory, who was joined by Lord Lieutenant of Argyll and Bute, Patrick Stewart, Provost of Argyll and Bute, Councillor Len Scoullar, and Naval Base Commander Clyde, Cdre Mark Gayfer.

A drumhead service was held in the square, with the centrepiece formed by the bell of Jutland-veteran battleship HMS *Valiant* – which now enjoys pride of place on Faslane's *Valiant* Jetty, home to the new Astute-class submarines.

Picture: L(Phot) Stevie Burke, FRPU North





Tyne teasers

TWO unexpected visitors took shelter on HMS Tyne during dense fog in the Celtic Sea.

The fishery protection squadron ship was 50 nautical miles from land when it welcomed two birds not normally spotted on ships at sea.

A Little Egret kept the fog lookout company on the fo'c'sle as visibility reduced to just a few hundred yards while the bridge team was joined by a Barn Swallow.



The Barn Swallow didn't stay too long – completing a few laps of the bridge before departing to continue its journey.

Each year swallows migrate over 6,000 miles from South Africa and have been found as far afield as the Falkland Islands where Tyne's sister ship HMS Clyde is based.

The birds' visit came as Tyne returned to fishery duties following two weeks of Operational Sea Training.

Birds seek shelter on fishery ship



● The Firth of Clyde viewed from HMS Tyne Pictures: Lt Mike Rydiard

While destroyers, frigates and capital ships endure two months of intensive pre-deployment off the South Coast, patrol vessels, survey ships and P2000 training craft get a scaled down version run from Faslane. It's shorter, tailored to their needs, but no less intense.

With Tyne assigned to fishery protection and maritime security duties, the emphasis of training – beyond the basics of dealing with fire, flood, sailors overboard, engines breaking down – is on

those particular areas.

But the assessors also throw in a few curveballs such as intelligence gathering and fending off fast attack craft.

The highlight – or high point – of the assessment, a SALVEX (SALVage EXercise), coming to the rescue of a stricken tug in the middle of the Clyde.

The rescue demanded the efforts of all 35 souls aboard the Portsmouth-based patrol vessel – from the recce party sent across on a Pacific 22 RIB to inspect

the damaged tug, engineers and damage control teams who tried to save the craft, down to medics who evacuated a casualty back to Tyne and subsequently off the ship by helicopter.

Sounds a bit far fetched? Well, HMS Clyde helped rescue hundreds of passengers when a cruise liner caught fire off the Falklands...

...and the crew of Tyne tried to pump water out of a foundering merchantman, MV Sea Breeze, off the Lizard in early 2014.

For newbies like AB(Sea) Layla Wyatt, the salvage training was the icing on the OST cake.

"It was a really busy few weeks covering a lot of training. I got to do loads of things: jumping out of sea boats on to mooring buoys, fighting fires, floods, firing machine guns," said Layla, who joined Tyne directly from HMS Raleigh.

"I was pretty tired by the end but got a lot out of it – and it was great to do straight from basic training."



● The team from HMS Tyne head over to MV Oronsay with life-saving equipment during the SALVEX

“From Admiral to Seaman Gunner, we were all shipmates – once Navy, always Navy.”

Derek Banham
Resident of The Royal Star & Garter Homes

Derek Banham entered the Royal Navy in 1943, aged 18. He later joined HMS Loch Craggie, and took part in the Battle of the Atlantic. On Churchill's orders, his ship found and sank a German U-boat responsible for the torpedoing of seven Allied ships. The memories of this are still with him.

Today, Derek receives specialist nursing and therapeutic care so he can retain his mobility and independence. However, as a charity, The Royal Star & Garter Homes can only continue to care for Derek with your help.

This Armed Forces Day, show your support for Derek and others like him by making a donation to The Royal Star & Garter Homes today.



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Jutland fallen receive Invergordon scrutiny



SAILORS from HMS Sutherland stand to attention in the grounds of Rosskeen Parish Church near Invergordon – the first formal act north of the border marking the centenary of Jutland.

Two dozen warships sailed from the Cromarty Firth in May 1916 – part of an armada of 150 Royal Navy vessels which clashed with the Germans in the North Sea on May 31 and June 1 1916.

More than 6,000 British and over 2,500 German sailors were killed. Twenty-five ships never returned to their bases, 14 of them Royal Navy.

In the days after Jutland men succumbed to their wounds up and down the east coast of England and Scotland, including nine sailors in Invergordon-based vessels.

They were buried in the cemetery at Rosskeen – just a small number of the 136 victims of both world wars laid to rest in the remote cemetery.

A century later, townsfolk staged a series of commemorations to honour their Jutland dead – an event which coincided with Sutherland's visit to her affiliated county.

A short, poignant service led by Mark Strange, Bishop of Moray, Ross and Caithness, was supported by a Guard of Honour from the Plymouth-based frigate.

As the bishop read a poem, nine members of the Invergordon community lined up in front of the nine graves and laid a single rose in front of each headstone, while Sutherland's guard performed the General Salute – normally reserved only for very senior officers or members of the Royal Family.

Next to the Jutland dead are seven headstones for the crew of the ill-fated cruiser HMS Natal which blew up when the shells in her magazine accidentally detonated, killing more than 400 souls.

Almost certainly she would have accompanied fellow armoured cruisers to Jutland, where her sister HMS Warrior was mauled and Black Prince and Defence blew up, killing every man aboard.

After a minute's silence and a piper's lament, there was a parade through Invergordon – the Cromarty Firth served as a major Royal Navy base for 40 years from the eve of World War 1 through to the 1950s – ending at St Ninian's Church, a former Naval chapel, where a second short service was held, this time to the memory of Commander Loftus Jones, honoured with a plaque on the church's wall.

Cdr Jones led a formation of destroyers which sought to thwart a charge by German torpedo boats against British capital ships.

They succeeded – but Shark was shot to pieces and her captain mortally wounded. Loftus Jones' body was later washed up in Sweden, but he became one of the first public heroes of Jutland, posthumously awarded the Victoria Cross.

"Of the three Scottish ports associated with the Royal Navy in World War 1, Invergordon is the first to mark the centenary of the Battle of Jutland – and so begins this period of commemoration for that particular stage of the war," said Capt Chris Smith, Naval Regional Commander Scotland and Northern Ireland and one of the planners of the Jutland centenary events in Orkney which took place at the end of last month.

"Compared with the planned events on the Firth of Forth and in Scapa Flow, this had a very significant local flavour, organised and run almost entirely by the local community."

■ The venue for the first of two national Jutland commemorations, St Magnus' Cathedral in Kirkwall, has been adorned with a scaled-down version of the stunning poppies display which wowed millions of visitors to the Tower of London.

Until June 12, the imposing 12th-Century sandstone house of worship is home to the Poppies: Weeping Window art installation – a roving version of the hugely-successful Blood Swept Lands and Seas of Red display at the Tower of London marking the centenary of the outbreak of WW1 back in 2014.

That saw 888,246 ceramic poppies 'planted' in memory of the Commonwealth dead in World War 1; when the display was removed, the poppies were sold, raising more than £20m for the Royal British Legion.

Around 20,000 of the poppies were held back to preserve part of the display so it could go on tour around the UK as part of Great War centenary commemorations.

The cascade, created by artist Paul Cummins and designer Tom Piper, dominates the west end of St Magnus', which is the first venue in Scotland to host the artwork and remained in situ not merely after the Jutland centenary service, but also commemorations on June 5 to mark the 100th anniversary of the loss of cruiser HMS Hampshire off Orkney. She hit a mine as she sailed for Russia, taking more than 700 souls with her, including War Minister Lord Kitchener.

Pictures: L(Photos) Will Haigh and Stevie Burke

With stunning cinematic recreation



"I SAID I wanted to be on Lion's bridge," exhibition curator Nick Hewitt explains.

So here we are. Ernle Chatfield with a telescope. David Beatty with binoculars.

Q Turret has already gone. So too the Indefatigable. Smoke drifts across the open bridge as the battle-cruiser's 13½in guns thunder, sending 1,400lb armour piercing shells through the North Sea sky at nearly 1,700 miles per hour – more than twice the speed of sound.

A cataclysmic explosion sends fire and coal-black smoke billowing over the water and HMS Queen Mary vanishes.

Beatty irascibly turns to his flag captain who is still peering through the fog and smoke.

"Chatfield, there seems to be something wrong with our bloody ships today."

Yes, we are indeed on the bridge of HMS Lion at Jutland.

This the centrepiece of the National Museum of the Royal Navy's landmark exhibition bringing the clash of dreadnoughts to life 100 years on, one of four short, brutal, immersive, cacophonous films at the heart of *36 Hours – Jutland 1916. The Battle That Won The War*.

We'll get on to the title (which some might find contentious) shortly.

How do you resurrect a battle which took place in the middle of the sea with ships which no longer exist and for which there are neither sound recordings nor film footage of the battle – on either side?

You rely, in part, on a mixture of live action and acting and computer-generated graphics.

Save for a handful of short silent movies in the 1920s, no-one has tried to recreate the Jutland 'experience' (Sir Ben Kingsley was researching a potential film on the battle, but nothing has yet transpired).

And there has been no battle like it since.

WW2 naval encounters don't come even remotely close – not even the Bismarck chase.

What do exist are hundreds of personal accounts, photographs of the battle and its aftermath, scores of artefacts and mementoes and some period warships which give a flavour of life in a WW1 warship.

Stokers were filmed toiling in the bowels of HMS Warrior (40 years older than any ship at Jutland, but shovelling coal is shovelling coal...) while the newly-restored monitor HMS M33 doubles up as many a Royal Navy vessel.

And CGI – computer-

generated imagery, beloved by Hollywood directors for the past 25 years – fills in the blanks in the four cinematic sequences which depict key elements of the battle:

■ the first clashes and the reconnaissance mission flown by 'Rutland of Jutland' to locate the German Fleet;

■ the hour-long duel between British and German battle-cruisers which saw two RN capital ships vaporise and resulted in the most famous naval observation of the war;

■ the clash of the main fleets – the result of years of antagonism, technological advances and millions of pounds of investment, it lasted a matter of minutes;

■ and the confused night action, where men and ships suffered agonising fates.

CGI is all well and good, but it's not authentic – unlike the voices of Jutland: first-hand accounts from all ranks and both sides (English-speaking German actors recount their countrymen's experiences, Britons do likewise for the Grand Fleet).

In the decade after the battle, historians on either side of the North Sea collated accounts from participants, while half a century later a single-minded Briton began a fresh trawl for personal experiences. The book he planned never materialised, but accounts otherwise lost to the world poured in and have been tapped ever since by those who've sought to describe what happened on May 31 and June 1 1916.

And while no ships, bar cruiser HMS Caroline, restored and opened to the public this month in Belfast as a museum/floating memorial to WW1 sailors, survive a century on from Jutland, artefacts and mementoes abound – the challenge has been to decide what of the 320 items, photographs, posters and the like to leave out, not in.

With no dreadnoughts left – the last, HMS Vanguard, went to the breaker's yard in 1960, all we have left are photographs and models.

The finest of the latter is a magnificent 10ft-long recreation of HMS Canada, produced, like the real thing, by its builders, Armstrong Whitworth.

The Tyneside yard built the

leviathan for Chile, but the RN bought it on the outbreak of war – and sold it back to the South Americans at its end.

The replica ended up in the Imperial War Museum... where it was damaged during the Blitz (along with other Jutland relics).

It has undergone six months of restoration (mainly with the aid of photographs, for the plans had long since vanished) to give people an idea of the scale and magnificence of these ships (the restorer left in some bomb damage to give an idea of the carnage caused by shells striking wooden decks).

The full-size variants proved just as susceptible to damage: a one-metre-square piece of metal from HMS Barham's gun room helps to give an understanding of what a duel of battleships was like.

"It's ripped through with shrapnel – like a knife going through butter," says Nick, head of heritage development at the museum and driving force behind this exhibition.

There's a tiny shell fragment kept as a memento by a sailor from cruiser HMS Southampton through the battle ensigns – the giant standards flown by the ships as they sailed into action.

None is more treasured than the flag flown by Jellicoe's flagship, HMS Iron Duke, shredded, blackened by smoke. Authentic.

Due to its size and condition, it's not likely to receive another public airing.

But then the same goes for the rest of the exhibition, which fills the old boathouse once occupied by the Tudor relics of the Mary Rose.

Eight in every ten items have not been given a public airing in a century. Once the curtain comes down in November 2018, the collection will be dispersed and is unlikely to be displayed in one place again.

"You'll certainly never see anything like this again – not an exhibition drawing upon so many museums and private collections," Nick says.

Throughout gathering material for the exhibition's two-and-a-half-year run, the museum has found public and private collections bending over to help.

The families of the three major protagonists (German battle-cruisers commander Franz von Hipper's descendants proved elusive) have all loaned



ns and moving personal accounts, you will be **Blown away** by Jutland

treasures: a silver box from Nelson presented to Beatty and Jellicoe's dress uniform (pictured inset).

German archives yielded the impressive artwork of Claus Bergen – to the German Navy what William Wyllie is to the Royal.

After the battle – referred to this day as Skagerrak, not Jutland, by Germans – Bergen was invited to join the High Seas Fleet on gunnery exercises in the Baltic as it played out the battle especially for him to record on canvas.

The results are some stunningly visceral paintings of the battle.

Equally surprising is the rich archive of photographs of Jutland.

There was no official RN photographer present, only amateurs who – somehow – got off (illegal) shots with their cameras from whatever vantage point they could find.

So we have ephemera, artefacts, images, portraits, newspaper cuttings, fragments, cinematic recreations.

But what was Jutland?

It's effectively Trafalgar fought with ships of steel, not wood. The guns were more powerful, but still fundamentally relied on the Mk1 eyeball for targeting. Jellicoe used classic Nelsonian tactics in 'crossing the T' – bringing the guns of his entire battle fleet to bear against the Germans, albeit briefly.

At stake – command of the North Sea and with it Britain's participation in the Great War. Jellicoe and Beatty couldn't win the war – the German Army on land was too powerful. But they could lose it.

In compiling the story of Jutland, Nick and his team have studiously avoided the post-war squabbles which tore the upper echelons of the RN apart as the Senior Service divided into Beatty and Jellicoe (pictured right) factions – each arguing how the other had cost Britain total victory at Jutland.

"For us, the key point is that the battle was won – I think a lot of that has been lost because of the squabbling between the admirals' acolytes," says Nick. "There is no doubt about the outcome of the battle in our view."

Which is?

"A British victory which decisively contributed to winning the war."

For after Jutland, as before, the British blockade continued to strangle Germany's sea lanes – depriving her of raw materials to forge weapons of war and foodstuffs to feed her long-suffering populace.

It was slow. Boring – for those enforcing it as well as the public and press who clamoured for

Mementoes of heroes

FOUR men – three posthumously – earned the nation's highest military honour for their deeds at Jutland.

The names of two VC winners have resonated longer than the others: Boy Cornwell and Maj Francis Harvey RM, whose dying act to flood Lion's magazine spared Beatty's flagship the terrible fate Queen Mary, Indefatigable and Invincible suffered.

There's a 'Cornwell corner' – so venerated was the 16-year-old that there was even a plaque on the deck of HMS Chester marking where he was mortally wounded, just like Nelson on Victory (the plaque has been loaned by Newham Sea Cadets). And Francis Harvey's medal and dress sword have been donated to the exhibition.

Edward Bingham led a charge of destroyers against the German battle-cruisers as the latter duelled with Beatty in the opening stages of Jutland, closing to just 3,000 yards to unleash torpedoes. The charge achieved little, other than to decimate Bingham's 13th Destroyer Flotilla. His flagship was sunk, but he and some of his crew survived, spending the rest of the war as guests of the Kaiser.

There was no such happy ending for Cdr Loftus William Jones from Petersfield. He too led a charge of destroyers at the German lines – hoping to draw the attention of German light forces away from the battle-cruisers of Admiral Horace Hood as they entered the fray shortly after 6pm.

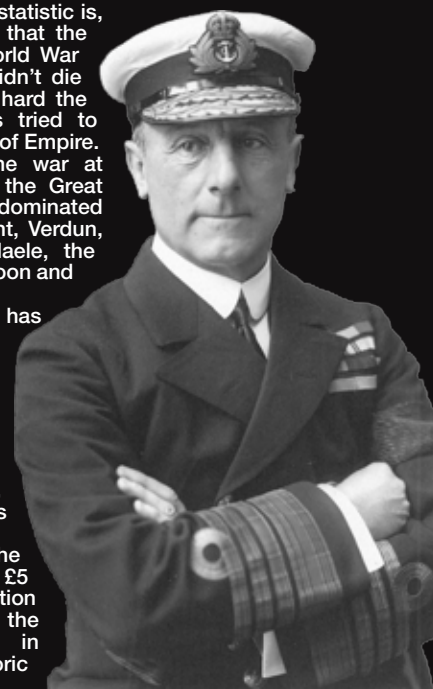
Jones succeeded, but at terrible cost to himself and his flotilla. One leg was torn off by

a German shell, but he continued to try to direct the battle. When HMS Shark's ensign was shot down, he ordered it hoisted defiantly again. Shark went down with her flag flying and last working gun still firing.

Jones' shredded – and by now badly-decomposed – body was washed up in Sweden a month after the battle.

By then the late officer was a national hero – long before Jack Cornwell was exalted by the press – although it took a concerted campaign by his widow Margaret to earn official recognition. She gathered testimonies from Shark's survivors attesting to Loftus Jones' bravery and presented them to the Admiralty. The submissions reached Beatty, who determined all of Shark's survivors were worthy of decoration, their commanding officer of the Victoria Cross. "No finer act has been produced in the annals of His Majesty's Navy," the admiral remarked.

Half a century later, the medal was presented to the Royal Naval Museum. It and other artefacts – a commemorative coin and Jones' shattered binoculars – can be seen at the exhibition.



some Trafalgar-esque victory. It was morally questionable – the goal was to starve Germany into submission (just as the Germans sought to do to Britain with their U-boat onslaught). But it did work.

"There are children dying like flies and coal production is down 30 per cent," noted one report from Strasbourg – or rather Strassburg, for Alsace was then part of the German Empire.

Ultimately, the blockade cut food imports by 50 per cent. But it also ate into the very sinews of German society.

"Men wore jackets made of woven paper – totally impractical when it rained – and bandages were made from lace which came from curtains," Nick explains.

"If you have to hand over your curtains to support the war effort, then you know things are not going well."

Which is putting it mildly. More than 400,000 Germans are believed to have died from starvation.

Stark though that statistic is, it's also a reminder that the Royal Navy won World War I; 400,000 Britons didn't die of hunger, however hard the Kaiser's submarines tried to strangle the lifelines of Empire.

And that puts the war at sea in context, for the Great War in memory is dominated by the Western Front, Verdun, Somme, Passchendaele, the bitter poetry of Sassoon and Owen.

"The Royal Navy has largely become invisible in World War I – we hope that we can redress that to some degree," says Nick.

There is another Great War. Hopefully, visitors to 36 Hours will understand that.

Entry to the exhibition is £10, or £5 if bought in conjunction with a ticket for the other attractions in Portsmouth Historic Dockyard.



Hebridean war dead honoured

A LONE Merlin flies past the base of a mock baronial tower where personnel of 824 Naval Air Squadron are mustered to remember Scottish war dead.

A detachment from the Culdrose squadron took time out of their busy schedule supporting the largest war games staged in the UK, the spring variant of Joint Warrior, to remember islanders from Lewis in the Outer Hebrides.

One in every six men from Lewis who went to war between 1914 and 1918 never returned – 185 of them killed on New Year's Eve 1918 as a troopship brought them home, but ran into rocks just a mile from Stornoway.

The monument sits on the northwestern edge of the town, an 85ft tower erected on a hilltop in the mid-20s to remember more than 1,150 islanders who made the ultimate sacrifice for king and country. A generation later nearly 400 names were added to bronze plaques on the monument for those killed in the 20th Century's second terrible global conflict.

Thanks to the infamous Hebridean climate, the monument itself is closed, and the bronze plaques are now fixed to rocks of granite arranged in a circle in front of the cenotaph.

It was there that detachment commander Lt Cdr Jack Ryan laid a wreath on behalf of his comrades, with the mist and murk letting up sufficiently for a Merlin Mk2 – using the airport three miles away as its forward operating base for Joint Warrior – to fly past.

"The monument commands an impressive view over Stornoway and the surrounding area," said Lt Cdr Ryan.

"Everyone who took part felt this was a poignant moment and a fitting tribute to the islanders who made the ultimate sacrifice."

Jutland victim named at last

AN UNKNOWN victim of the greatest naval battle ever fought in Europe has been identified on the eve of the clash's 100th anniversary.

For the past 99 years, the last resting place of Able Seaman Harry Gasson has been marked by a headstone simply bearing the inscription of 'A British Seaman of the Great War – Known Unto God'.

Research by the Commonwealth War Graves Commission has pinned the identity of the sailor down to a 32-year-old married able seaman from Ore, near Hastings, one of ten men from cruiser HMS Castor killed in the North Sea battle between the British and German Fleets on May 31 1916.

Gasson's body was recovered from the North Sea nearly four months later and he was interred in a public cemetery at Esbjerg on the west coast of Jutland on September 30 1916.

Now his body has been identified thanks to the efforts of two historians working on behalf of the war graves commission.

As a result, a new headstone was due to be installed over the grave and rededicated by Navy chaplain the Rev David Simpson at 11am on May 31 in a service involving Danish and British representatives, among them the MOD's Joint Casualty and Compassionate Centre and the CWGC, and attended by Harry Gasson's relatives.

In the fading light of Wednesday May 31 1916, Cdre James Hawksley sighted what he thought were German destroyers to the northwest of his flotilla of cruisers, led by Castor, and sailed to engage.

The destroyers turned out



to be the German Fleet's main battle line and at a range of just a mile, the guns of both sides opened fire while British destroyers sent torpedoes towards the enemy vessels. The engagement lasted no more than five minutes, with Castor hit ten times. Ten of her crew were killed, several more wounded.

Images: IWM/ livesofthefirstworldwar.org/ life story/6159107



You can take this dirty job and shovel it...

THE Army's sophisticated Terrier armoured digger makes light work of the fields in Norfolk as the Logistics Task Group is put through its paces.

Exercise Green Dragon saw around 250 Royal Marines and soldiers tested on their ability to provide all the battlefield support the lead commando group (now 42 Commando, who took over from 45 on May 1) might need.

The task group's, er, tasks: life support (medical support); sustaining the front-line troops (stores, fuel); and support (specialist repair units).

Using the sands at Muckleburgh – about half a dozen miles up the coast from Cromer – as their beachhead... they skipped the tricky business of amphibious landing and moved straight to the business of supporting the push inland.

And it was quite a push: the objective set was STANTA, the Army's exercise area north of Thetford – 35 miles away.

Some 145 tonnes of supplies were piled up at Muckleburgh – enough provisions for five days – while a makeshift 'petrol station' (portable bulk fuel installation is the official term) was established to provide the black gold fuelling vehicles. 600,000 litres of black gold (enough to fill the tanks of nearly 11,000 family cars), plus 2,000 litres in air-portable containers for the Commando Helicopter Force to ferry forward.

And the air route was by far the safest in the

scenario of Green Dragon – providing assistance to the people of a contested enclave (conveniently located at the Army's exercise area...).

For vehicles running between the beachhead and the enclave, that meant running a 35-mile gauntlet.

These 'combat logistics patrols' – the title 'convoy' was dropped as the operation took on a more 'fighting' nature in Afghanistan and Iraq – required troops to offer protection, bomb disposal experts, a team of protection dogs to sniff out not just home-made bombs, but also arms caches; medics who could deal with battlefield casualties for onward transfer to the main first aid post at Muckleburgh.

In addition, one scenario called on the task group to provide large-scale humanitarian aid: Bravo Company 40 Commando secured the distribution point; chefs prepared the food; the transport troops delivered it.

And it was all played out in April weather in East Anglia. Hail and gale-force winds.

"Commando logistics operations challenge both soldiering skills and trade-specific knowledge at every rank in a logistics task group," said Capt Crendon Greenway. "Green Dragon was a fantastic opportunity to practise all the elements of support the Commando Logistics Regiment provides to 3 Commando Brigade."

Picture: L(Phot) Paul Hall



Red-letter day



● The sun shone on those taking part in the Ten Tors on Dartmoor

Pictures: PO(Phot) Si Ethell, CHF

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for green Merlin

SUNSHINE on Dartmoor? What's wrong with the picture on the left?

Normally plagued by wind, rain and low cloud (it's why the Royal Marines love training there), Dartmoor was bathed in brilliant sunshine for the annual Ten Tors Challenge (which is also normally plagued by wind, rain and low cloud...).

Now in its 56th year, the challenge saw around 2,400 teenagers from schools in southern and southwest England spending two days navigating the wilds, visiting ten tors (hence the name) as they crossed 56 kilometres (35 miles) of moorland (scouts from Torbay were the first over the finishing line).

So far, normal fare (apart from the nice weather).

Another mainstay of Ten Tors is the presence of the Commando

Helicopter Force whose whirlybirds are on stand-by to fly any casualties to hospital if required.

For the Yeovilton-based fliers, it's good practice: casualty evacuation and operating in the field, away from the comforts of the air station.

For decades the Tors duty has been performed by Sea Kings.

But not any more. The 2016 incarnation saw the first run out for its successor, the green Merlin.

Two of the helicopters, plus a small team of engineers, refuelers and operational support kept the aircraft serviceable and ready for any potential tasking or emergency.

"We spent a good deal of time exercising and training with the Dartmoor Rescue Group for this exercise," said pilot Lt Josh Albon.

"Merlin is faster, bigger and can lift a

whole lot more than the Sea King. We can cover the entire length of the moor in less than 15 minutes and carry up to 20 passengers, which can make all the difference if we have to evacuate casualties in a hurry."

The Merlins staged a flypast over the startpoint at Okehampton and conducted some tactical flying around the tors, before settling down into the routine of acting as flying ambulances.

"The Merlin was very successful over the weekend," said CPO Lou Wrightson, Senior Engineering Watch Chief for the detachment on the moor.

"A lot of our operations mean we often have to work with minimal kit, very little back up and from field locations. Dartmoor has been a good test for our new aircraft; they've come out of it pretty well."



"Once again, many, many thanks, you have been more than helpful and I feel I can move on with confidence in the new chapter of my life."

Chris Adams, FPS Member



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Navy boffins save £20m for Army's flying ambulance

A TEAM from the Royal Navy's 'emergency service' has saved the day – and potentially £20m – with a speedy fix for the Army.

The Service Modifications team at 1710 NAS has developed a system for the Army Air Corps Gazelle helicopter to be adapted to airlift casualties from the battlefield.

The modification, which took seven months from start to finish, rather than the normal year to 18 months, involves aircraft engineers removing the co-pilot's seat and controls of the small Gazelle to enable the pilot to transport a medic and a casualty on a stretcher. A plate is installed at the front of the cabin to enable a stretcher to be positioned the full length of the cockpit.

Each year the Army deploys to the British Army Training Unit Suffield (BATUS) in Alberta, Canada, for live firing exercises but needed to provide a helicopter medical evacuation facility to cover the large prairie – 1,042 square miles – roughly the size of Dorset and three times the size of the Army's normal training areas at Salisbury Plain.

The team at 1710 NAS first met the Gazelle Project Team in September last year to design, develop, trial and manufacture a full medical evacuation facility for the helicopter to use in April this year. Such a contract with a commercial company could have cost up to £20m.

"This was an extremely challenging timeframe to deliver a unique capability in what is a very small area when one considers the size of a Gazelle," said lead designer Dave Smith.

The design team introduced life-monitoring and life-support equipment normally found in a UK air ambulance as part of the modifications and trialled their designs with 667 Squadron Army Air Corps.

Mr Smith added: "The design team of Guy Pratt and Richard Dyke worked extremely closely with the users, including pilots and doctors, to ensure that it met their needs to give casualties the best chance of being recovered safely."

"They prepared the new panels and inserts on the squadron's Computer Aided Design network, produced models



● The 1710 NAS team show how a stretcher with a casualty can be placed inside the adapted Gazelle helicopter

on our 3D printer and then worked with the workshops to manufacture trial kits as part of the rapid prototyping process."

In addition to providing the design, 1710 NAS also write the installation instructions for the air engineers on the front-line unit.

Leading Aircraft Engineering Technician Dan Bailey, who is new to the squadron, said: "This was my first modification and quite a challenge due to the timescale."

"Having had training on how to write technical English, which is very different to normal prose, and as a former engineering supervisor on a helicopter squadron, I was able to put myself in the place of the technicians installing this in Canada and so I tried to make the instructions as clear and as easy to follow as possible."

After obtaining clearance for the Gazelle Medical Evacuation Modification

to be fitted to the aircraft, Lieutenant Matt Wakefield, Deputy Service Modifications Manager, said: "The entire team came together to deliver a fantastic capability in a very short time frame, saving millions of pounds for Defence and enabling our troops to train as realistically as possible whilst also being safe in the knowledge that if there is a battlefield injury, the best possible capability will be on hand to help."

Often referred to as the Jewel in the crown of the Fleet Air Arm, the Portsmouth-based squadron was established in 2010 to recover, sustain and enhance Naval aviation and is comprised of Royal Navy, Army and RAF personnel along with civilians.

The squadron's deployable Repair Teams travel the world to fix Ministry of Defence helicopters, while ships and squadrons send in material fractures and fuel samples to the scientists in the Materials and Monitoring cell.



● The students who presented their products to FOST
Pictures: Mark Isaac

Grand designs may help to train sailors

A SMARTPHONE app to modernise the way trainee sailors learn the Royal Navy flags and signals was just one new product put forward by university students to Flag Officer Sea Training.

The Navy VIP day at the University of Portsmouth saw students from the School of Creative Technologies pitch their products to personnel from all three Services along with representatives from defence companies.

Four students – Will Nelson, Peter Panayi, Chris Scholes and Jack Taylor – demonstrated their smartphone app designed to revolutionise Royal Navy flag recognition training.

Rather than the current paper cards used to teach trainees at HMS Collingwood, the students devised four quizzes – letters, such as alpha, numbers, signals and pennants and substitutes.

The app covers 68 flags and students can learn the meaning of each flag or signal, as well as compete with their peers to get the most points in a quiz.

Students also demonstrated a second smartphone app designed to teach drummers at the Royal Marines School of Music.

Gilles Kurt, Charlie Felicien, Mary Wetherall and Gareth Grigg came up with an app to introduce new bandmen to drum rudiments and to aid experienced drummers in their development.

The School of Music will be able to take the app to cadet units to show them how to drum properly.

The partnership with the University sees the Royal Navy request a number of specific projects which the students then work on from September to April or May each year. Students work closely with the Royal Navy's Synthetic Senior Rate Petty Officer Neil Sutton to ensure their work meets RN requirements.

Three groups of students were

tasked with video production; Five media students produced an up-to-date health and safety video for HMS Bristol, moored at HMS Excellent; Four students produced a video to help the RN Trauma Risk Management Team train personnel to deal with the aftermath of a terror attack, and three students produced a training video to be used with the firearms simulator, known as the Dismounted Close Combat Trainer.

The projects are not all about team work. Three students had individual task to produce 3D models of RFA Mounts Bay, the Type 26 Global Combat Ship and the RFA's new MARS tankers.

Each model had to be to scale and the completed videos will be used for training personnel before they join the ships.

"The Navy provides us with great projects and realistic clients and we really value that," said Head of School Dr Steve Hand, who added the five-year partnership had seen 40 projects put forward to the Royal Navy, with 20 students going on to directly gain employment as a result of their work.

FOST Rear Admiral John Clink told the students: "We are very proud of our relationship with the University of Portsmouth."

"Technology is absolutely at the forefront of what we do in the Royal Navy."

"We have to use technology and innovation to keep our battle-winning edge. We have seen some great ideas and there is absolutely a place for these synthetics."

The RN and university have agreed a three-year deal to continue with the annual projects.

Anyone wishing to sponsor future projects within the Naval Service should contact PO Sutton at NAVYTRGHQ-SYNTHSR@mod.uk



● Students present their smartphone app for RN flag recognition





60 years (and more) of Sultan

THIS month sees the 60th anniversary of the founding of HMS Sultan in Gosport – but the centre of military engineering excellence has roots that run much deeper than that.

The site was bought by the War Office in 1857, with work starting on Fort Grange and Fort Rowner the following year as part of a defensive ring around Portsmouth Harbour.

The Army dominated the early history of the base; the forts were manned by the Royal Garrison Artillery until July 1914 when the Royal Flying Corps took over and No 5 Sqn arrived.

Military aviation had already been established there when two Naval lieutenants based at Fort Blockhouse attempted to launch a powered aircraft from a ramp at 'Grange Airfield' in 1909.

In subsequent years further experiments took place on the site – many built by United Services College, Windsor – including bodiless gliders (see picture top right).

In October 1914 Lt Cdr Arthur

Longmore was instructed to form No 1 Sqn Royal Naval Air Service, and many further squadrons formed and trained at Grange for service in France during World War 1.

The airfield also has pride of place in the annals of aviation through its links with RAF icon Robert Smith-Barry, known as the man who "taught the air forces of the world how to fly".

Smith-Barry developed the 'Gosport System' of training pilots, a mix of theory and dual-control practice flights, which proved a much safer and more effective method of learning to fly.

With the formation of the RAF in April 1918 a permanent station, RAF Gosport, was commissioned, but it maintained strong links with Naval aviation.

In the 1920s and 30s the station operated as a Torpedo School, and taught air survival skills.

It was also the final European host for Charles Lindbergh's famous Spirit of St. Louis – on May 31 1927,

ten days after his inaugural transatlantic flight, the aircraft (pictured at Gosport above left) was dismantled and crated by RAF engineers before being shipped back to America.

The Fleet Air Arm inherited the airfield in 1945, and HMS Siskin was used to develop basic helicopter flying training procedures.

With the Korean War over HMS Siskin closed on May 31 1956...

... and the following day a new dawn in Naval engineering training was heralded with the appearance of HMS Sultan.

Up to that point mechanical training was carried out in small, disparate units within various commands, but all were brought under Sultan's wing as the Mechanical Training Course (MTC).



Artificer training from Devonport and Chatham soon followed.

In the mid-50s propulsion systems on all warships were pretty much the same – screws powered by steam boilers.

Unless you were an engineer officer or an artificer, you learnt on the job at sea by working alongside experienced sailors and stokers who had spent their careers in just one or two ships.

But the advent of marine gas turbines – in which the Royal Navy played a leading role from 1947 onwards – required new roles and new skills.

By the late 1950s there were 14 standard courses delivered at Sultan, with tailored variations for Allied navies, the main offerings being the Mechanics Course, the General Engineering Course and the MTC.

Subsequent decades saw significant changes in power plants and propulsion, including controllable pitch propellers and high voltage systems.

Today we take shore-based simulator training for granted, but the first such device – the guided missile destroyer machinery control room simulator – was up and running by mid-1968, ten years after the first of class had gone to sea.

The Navy soon realised the significant benefits and savings that could be made with such an approach, and the next-generation Type 21/42 gas propulsion system simulator was commissioned in 1973, before the first ship was even launched.

Further strings to Sultan's bow were added when artificer apprentice training moved to Gosport following the closure of HMS Caledonia in 1982 and marine electrical training moved down the road from HMS Collingwood five years later; post-graduate training for Air Engineer Officers and surface and sub-surface Marine Engineer Officers transferred from Manadon in 1995 and a year later the remainder of air engineering training moved on site with the closure of HMS Daedalus.

The closure of Greenwich in October 1998 saw the Department of Nuclear Science and Technology move in, and

the final piece of that jigsaw saw elements of submarine training switched over with the closure of HMS Dolphin.

Today Sultan very much reflects its tri-Service heritage.

The establishment comes under the control of No 22 Air Training Group RAF, and is home to the HQ Defence College of Technical Training.

This body incorporates the Defence School of Marine Engineering and the Royal Naval Air Engineering and Survival School, part of the Defence School of Aeronautical Engineering.

Other, allied, units also live within the wire, including the Admiralty Interview Board, Defence Business Services and the Nuclear Department of the Defence Academy-College of Management and Technology.

The Babcock Academy, which trains apprentices for Network Rail and EDF Energy, is also on site.

Sultan now delivers some 320 courses, ranging from half a day to two years, and its reputation as an engineering centre of excellence has made it an attractive base for teams from

around the world competing in engineering challenges such as the WorldSkills competition.

Apprentices trained at Sultan were amongst the medallists in Sao Paulo this year, and technicians with an eye on Abu Dhabi 2018 have already been on site to receive gold-standard engineering training.

Sultan has also forged strong community links over six decades – a relationship recognised by the local authority with the bestowal of the Freedom of Gosport on May 22 1974.

At the heart of this relationship for more than 30 years are two annual events, the Summer Show in June and Bonfire and Fireworks Night in October half-term.

Last year's Summer Show attracted 25,000 people, and the Bonfire Night a further 10,000, adding to the hundreds of thousands of pounds raised for Naval and local charities over the years.

The establishment will exercise its rights of Freedom of the Borough by marching through Gosport on June 1, exactly 60 years to the day that Sultan was commissioned.

Here comes the Summer (Show)

THE anniversary celebrations continue at this year's **Summer Show**, which will be held on the weekend of June 18-19.

A variety of acts are pencilled in, from high-adrenaline monster trucks through to the more traditional Steam Fayre and Festival Circus.

There will also be music and entertainment, funfairs and

more, making it a complete family day out.

Gates will open on both days at 10am; tickets cost £20 (family), £8 (adult), £6 (OAP/disabled), £4 (child).

Advance tickets will be available at a discounted rate.

See www.royalnavy.mod.uk/sultan-show for latest details and links to ticket sales.



● Students at HMS Sultan examine a submarine battery cell, possibly in the 1970s; the machine to the right is a 1,000kw brushless alternator, while behind them is a motor generator



● Exploring the workings of a helicopter engine during a WorldSkills training master class at HMS Sultan






REWARDING JOB VACANCIES IN RECRUITING

Vacancies have arisen for service leavers and ex-serving Royal Navy Junior Rates and Royal Marine Other Ranks to serve in rewarding posts as Assistant Careers Advisers (ACA) in Armed Forces Careers Offices at specific UK locations listed on the map.

Employment is for 2 Years on Full Time Reserve Service (FTRS).
Excellent rates of pay and an opportunity to inspire the Royal Navy's people of the future.

Eligibility - Must have been on the Trained Strength and recommended for further Naval Service. Those who left Naval Service must not have been outside for more than 2 years.

For more information on the current ACA vacancies Call:
023 92628784
or E-mail:
navypers-resffengwo@mod.uk



RFA ship hosts ancient ritual

CHRYSANthemums floating on the sea was all that remained after a Naval Service vessel carried out an historic ceremony.

RFA Wave Ruler hosted members of the Armed Forces Hindu Network and some of the congregation from a Hindu temple in Birmingham for the immersion of an idol – the first time such a ceremony has taken place aboard a Naval Service vessel in the UK.

Representatives of Hindu communities throughout England also attended the ceremony, which saw a 5ft tall 800kg white marble figure – Lord Narayana – laid to rest off the Dorset coast.

The idol immersion ceremony – known as Murti Visarjan – was requested by members of the Shree Geeta Bhawan Hindu Temple. The idol was damaged and, according to Hindu tradition, should be immersed in free, flowing water where it will not be recovered.

Before embarking on the fast fleet tanker at Portland, members of the Hindu community gathered in the pouring rain on the dock for the lighting of a flame service.

As Wave Ruler headed out to Weymouth Bay, the visitors gathered on the deck for the ceremony, conducted by the Hindu Chaplain to the Armed Forces, Acharya Krishan Kant Attri ji, accompanied by the Birmingham temple's priest Acharya Dharm Dutt Vashista ji.

Hindus then offered flowers and poured milk and water over the idol before the senior Royal Naval officer present, Cdre Dain Morritt, was asked to smash a coconut on the deck – the fruit has a deep meaning to the religion as it represents food, water and space.

Six members of Wave Ruler's crew then carried out the immersion, lifting the ornately decorated idol on a board by crane and gently lowering it over the side. The sun broke through the grey clouds as the idol was released into the sea.

"This is a unique and historic occasion and we are so grateful to the Naval Service for this wonderful ceremony," said Acharya Krishan Kant Attri ji.

Lord Narayana is one of the many names of Vishnu, the Preserver or Overseer within the Hindu Trinity, who supports the entire universe. At times of troubles, Narayana is believed to manifest on Earth to destroy evil



and uphold virtue.

Varsha Mistry, chair of the Metropolitan Police Hindu Association, said: "It is so nice that the Royal Navy has honoured our values and majestically conducted this ceremony."

Janhavi Dadarkar, a director of the Europe India Forum, said: "It was fantastic. Just to have so many people here from different elements of the Hindu community, the Royal Navy, the Armed Forces, all of us just doing something together."

Neha Toteja, a student at Exeter University, said: "It was an absolutely beautiful event. I am quite honoured and it's amazing that the Navy has done this."

Surg Lt Cdr Manish Tayal, chair of the Armed Forces Hindu Network, who organised the event, said: "The British Hindu community and the Navy have long-standing ties."

"We've obviously got Hindus serving in the RN now and are both proud to be Hindu and in the Royal Navy."

● Far right: Acharya Dharm Dutt Vashista ji, from the Shree Geeta Bhawan Hindu Temple pours milk over the idol, watched by Acharya Krishan Kant Attri ji, visitors and Naval personnel aboard RFA Wave Ruler; Right: The idol enters the sea

Pictures: L(Phot) Dave Jenkins



Pictures: L(Phot) Nicky Wilson

HMS Portland draws the crowds in Portland

ROYAL Navy sailors from the warship HMS Portland drew crowds to Portland in Dorset when they marched through the town centre.

The crew entertained on-lookers as the ship visited to exercise the traditional Freedom of the Borough of Weymouth and Portland and to host her affiliate organisations and a group of local dignitaries at sea.

A guard of 24 sailors escorted the ceremonial White Ensign and Freedom Scroll along the seafront of Weymouth in front of excited crowds.

The ship's company were supported by the band of HM Royal Marines, Plymouth.

The marching platoon was commanded by Sub Lt Serena Neylen, 25, from Brighton, who said: "I have only been in the Navy for three years and it is a huge honour to be chosen to lead the ship's company through Weymouth. The public have been really welcoming and it's great to see so many people here."

The following day the Type 23 frigate took 54 affiliates to sea for an action-

packed day which showcased her full range of capabilities, including demonstrations in fire-fighting, gunnery and even a simulated air attack.

Among the attendees was the Mayor of Weymouth and Portland Borough Council, Councillor Christine James, who inspected the guard and received the salute.

She said: "I am deeply honoured to have been invited."

Portland's Commanding Officer Capt Paul Stroude said: "Despite our busy programme we were determined to make the time to visit HMS Portland's affiliated borough."

"My ship's company have been looking forward to being able to exercise the Freedom of the Borough for some time."

"It has been a wonderful couple of days and I am particularly pleased that we were able to bring so many people to sea and give them an insight into our operational capability."

HMS Portland sailed from Portland to continue trials before operations overseas.



● Portland's guard march along the seafront at Weymouth



Enduring Ente

“DRIVE away when you are ready.”

Those words will resonate with anyone who has taken a driving test, sparking memories of frayed nerves as you aimed a car through a series of challenges, *writes Mike Gray*.

So how would you feel about a driving test in a vehicle of 3,700 tonnes and 70-odd passengers – one of them a VIP?

To be fair, the driving-test scenario only goes so far when we consider the case of HMS Enterprise – and not simply because there was no hill start.

This ‘test’ was a platform endorsement, undertaken by an officer preparing for the role of Executive Officer in that ship type.

There are countless differences between the various ship classes of the Royal Navy, but Enterprise and Echo stand out, principally because of their propulsion system.

Instead of traditional screws and rudders, the sisters have ‘azipods’ in which each propeller and its electric motor are housed in self-contained units that can be rotated 360 degrees.

Mounted further forward than traditional propellers and facing forward in normal use (to make most efficient use of undisturbed water), azipods make Enterprise extremely manoeuvrable...

... which is just as well, because the first test for Lt Cdr Matthew Warren was to reverse the ship off the jetty in Malta and sail stern-first through a narrow gap between a tanker and an oil rig.

The plan for leaving harbour, including pilotage details, was briefed to the bridge team and heads of departments, and with a cruise liner scheduled to arrive early, the day’s programme was already under pressure.

Having slipped smoothly from a wharf in Conspicua, the ship went through a berthing exercise in which Lt Cdr Warren (watched by Lt Cdr James Robey from

Flag Officer Sea Training, aka FOST) repeatedly brought her alongside the cruise liner jetty on the Valletta waterfront.

“That went well – all the boxes ticked and we didn’t impact on Malta...” said Enterprise’s Commanding Officer, Cdr Mark Vartan.

With the first phase of endorsement complete, normal business was resumed as the ship left Grand Harbour.

Enterprise had been alongside for three weeks of maintenance work, which allowed her sailors time ashore.

Such port visits also allow for watch rotation – an essential part of the ship’s routine, and one which allows her to operate at a high tempo for long periods without risking crew burn-out.

Enterprise has a ship’s company of around 70; two-thirds will be on board at any time, with the remainder away on leave, on courses or on other duties.

Her sailors know when they will be working with a fair degree of certainty – and, as one senior rate said, better to be on board in the Med than in the Channel, when you might be close to home, but not close enough to go home.

Handover day sees a (smiling) cohort packing and leaving the ship, another (rested) cohort arriving back from home, and a third group on ‘business as usual’.

Echo-class ships have almost legendary endurance – on her current tasking with EU Naval Force Mediterranean, Enterprise regularly remains at sea for almost four weeks, drawing on her capacious fridges and running on a cavernous fuel tank.

As one officer put it: “We can go from Suez to Plymouth on a tank of petrol, all engines going, as our endurance is phenomenal.”

“We would run out of food before we run out of fuel – us needing to replenish at sea for fuel is so rare it is almost mythical...”

That puts Logistics Officer Lt Jonny Kenward firmly in the spotlight, because when a ship



● HMS Enterprise, a multi-role Survey Vessel – Hydrographic Oceanographic (SVHO) to use her official title – goes through a berthing exercise

is at sea for a long stretch such things as food become even more important.

“Because of our tasking we generally sail with 50-60 days’ worth of food on board,” said Lt Kenward.

“The chefs are very good. They enjoy their job, and they will take requests – they go out and ask the ship’s company what they would like to see on the menu.”

“The food is good. We have the set standards, of course – fish on Friday, steak on Saturday, Sunday roast and Sunday night pizza night.”

“Then we have theme nights on Wednesdays, and the chefs are quite imaginative.”

“We have had Indian and Chinese, Italian, Mexican, American BBQ; probably one of the best was a Caribbean night organised by one of our augmentees, CH Latifah Forde.

“This is my first seagoing job.”

“I could have been a Deputy Logistics Officer on a bigger ship but I much prefer this – I like the responsibility and the fact I have

my own train set.

“I think I will know about it very quickly if something goes wrong, and we have seen the benefit you get when the food is good.”

To the independent observer, things cannot be going too badly if the only gripe at the dinner table is the vibrant pink hue of the ice cream...

There is a sense of a close-knit community on board Enterprise, partly engendered by the size of the ship’s company, and fostered by the command chain.

So ‘outsiders’ are rapidly assimilated, as Engineer Officer Lt Beth Griffiths found.

Lt Griffiths joined in Malta a few days before Enterprise sailed, being ‘loaned out’ by FOST to cover for an injury – but she had little time to ease herself in.

Outgoing Engineer Officer Lt Matthew Steele enlisted her help on the night before he flew home (watch rotation) to trace a fault in an electrical system.

At one point it seemed the problem might delay Enterprise’s sailing, but the officers remained quietly confident that the fault would be traced. By the time Lt Steele boarded his transport to the airport, the errant system was working again.

Not that Lt Griffiths’s life was going to get any easier...

Within an hour of the ship slipping out of Grand Harbour one of three diesel generators began to spew out exhaust gases – unfortunately not, as designed, through the exhaust pipes.

Lt Griffiths and her WO1, Scott Whiting, (metaphorically) rolled up their sleeves and got stuck in to this latest challenge.

The first task was to ensure the compartment was safe and clear of smoke and gases – and the need to react quickly to a real-life incident of this nature meant that Lt Cdr Warren, on the bridge, could tick another box without the need for an artificial exercise.

Next was the process of finding the problem, and as each line of enquiry was pursued, Cdr Vartan was kept informed and any risk to the ship’s deployment assessed – “I am here to translate



● Gunnery Officer Lt Duncan Napier directs a live firing exercise

technical information into useful information for the command,” said Lt Griffiths.

Eventually, as the ship headed out on patrol, the problem was identified; Lt Griffiths was confident that the ship had the right spares, and her department was capable of carrying out the procedure at sea.

“The irony is I was on here during FOST deployed training in January, and I will be back out again in the future,” said Lt Griffiths.

“This is a massive opportunity for me to learn about the ship and the people.”

“I will be the Engineer Officer on board for this watch rotation – about five weeks.”

“I am a marine engineer by trade, and my background is Type 23 frigates, but I have a Deputy Weapon Engineer Officer and a Deputy Marine Engineer Officer on board, and they are both really experienced Warrant Officers.”

“Engineering in the Royal Navy is interesting because we really put the kit through it – we push it by using it to the absolute max.

● HMS Enterprise sails past the waterfront of Floriana

“We can dynamically figure out what is wrong with something and get it back working again.”

“We operate it in a totally different way.”

“A long-haul ship will go from A to B at a steady speed, but the way we run it will always challenge the kit and us as engineers.”

“We might be doing SOLAS (Safety Of Life At Sea), index berthing, then a long period at a steady pace.”

“With the Type 23s we would put it through its war footing – commercial ships do not do that.”

“This is a survey ship on humanitarian work, so these guys have developed operating procedures for how to get the best out of the ship.”

It is not so much a ‘can-do’ attitude as ‘must-do’ – giving up on an engineering problem is not an option.

“If we have got the stores and specialist equipment to do the job we will do it,” said Lt Griffiths, who is a product of the Defence Technical Undergraduates Scheme.

“We need the manpower as well – we are a lean-manned ship, and we need to do low-level maintenance amongst other military tasks.”

“The main diesel generators do not – apart from today – generally have many defects, only minor problems to fix.”

“The big top-end overhauls are done alongside in our maintenance periods with contractors.”

“We tend to do the daily or weekly tasks, such as filter



● Navigating Officer Lt Heather O’Connell during Officer of the Watch manoeuvres and replenishment at sea approaches with German Bremen-class frigate FGS Karlsruhe



● Commander Devonport Flotilla Cdre Paul Halton (right) chats with Lt Hywel Morgan on the bridge of HMS Enterprise as the ship prepares to leave Valletta’s Grand Harbour

Picture: Mike Gray



Enterprise



in Grand Harbour, Valletta

changes and regular servicing. "There is a lot more job satisfaction in fixing big defects, but these generators are built in their thousands and have millions of running hours behind them, so most of the big defects have been engineered out already."

WO1 Whiting was an artificer apprentice in the 1980s and originally trained on steam, converting to gas later – he saw service in Type 22 frigates, Type 42 destroyers, aircraft carriers and Hunt-class minehunters.

With two years in Enterprise behind him he has a feel for the ship, and said sorting out the diesel problem was a methodical process of trial and error, working steadily towards the answer.

For her displacement, Enterprise has a relatively small number of sailors on board, which means that – in Royal Navy terms – she is a pretty comfortable billet.

The most senior officers have single cabins, while the rest of the ship's company enjoy two-berth cabins with en-suite facilities – an arrangement which recognises the fact that she is expected to operate away from port for extended periods.

It also means there is plenty of room for gym and keep-fit equipment.

Despite the fact there is no clubswinger on board (they receive support from the UK as well as embarked Royal Marines volunteers), some 97 per cent of Enterprise personnel are in-date for the RN Fitness Test (the

remainder are either medically downgraded or need access to the Rockport walk, which the ship cannot organise).

Her size is also a reflection of one of her other roles, as mother-ship to a minehunter group – she has accommodation and office space for the necessary battlestaff to act as a floating headquarters.

She can also replenish her charges at sea – there are fuel supply rigs both port and starboard close to the funnel, and a roomy vertrep (vertical replenishment, ie transfer of stores by helicopter winch) deck just forward of the bridge.

Enterprise originally left Devonport, home of the Surveying Squadron, in June 2014 for a routine surveying deployment in the Mediterranean, the Red Sea and the Gulf.

But just eight weeks in, and as the ship was about to transit the Suez Canal, she was rerouted by Whitehall to the waters off Libya, where increased fighting was threatening Britons – including embassy staff – in Tripoli.

Although the mission was dangerous, it also brought personnel a great deal of satisfaction at a job well done under pressure.

Navigating Officer Lt Heather O'Connell was overseeing the pilotage of the ship at crucial moments in the operation, and grasped the opportunity with both hands.

"I have been navigator here for nearly three years now, having joined the ship in July 2013 in refit at Falmouth" said Lt O'Connell.

"We have done so much since then; recovery trials, Joint Warrior, Fleet Navigators Course around the UK, operational sea training, then some survey works in the South West Approaches."

"We deployed in June 2014 and visited Lisbon and Gibraltar, and on the morning that we were due to go through Suez we were told to go back 1,000 miles and we ended up evacuating 200 people from Tripoli."

"Doing pilotage at action stations was brilliant – it is what you train for."

"We were evacuating civilians from a place where we could hear gunfire over our comms; we could see shells exploding, and a column of smoke over burning oil refineries."

"Before we sailed we trained to do an NEO [non-combatant evacuation operation] at Rubble Jetty in Plymouth, but little did we know that a couple of months later we would be doing it for real."

"Our head mark [main navigation point] had disappeared, the beam marks [lateral navigation points] were going in the smoke, and navigation lights ashore were going out as they were in rebel hands."

"It was an interesting time..."

Enterprise subsequently spent a spell East of Suez on survey duties but returned to the central Med and Op Sophia last summer.

"As a survey ship we normally operate as a singleton unit – we sail, survey for around 25 days and then go back into port for a watch rotation," said Lt O'Connell.

"But here we have been operating almost as part of an

ever-changing multi-national task group, doing Officer of the Watch manoeuvres, working in company with other vessels and transferring hundreds of people to other vessels at close range – stuff we may never get to do again."

"We have done flying operations as well, and worked with ships from many different nations, from aircraft carriers right down to patrol craft and everything in between, and also with helicopters and maritime patrol aircraft."

"It has been amazing having such exposure to task group operations, and we have exercised the full capability of the ship."

"I have got the best job in the best ship on the best deployment – with the best ship's company."

"We are not a capital ship, but we are doing the hard day-to-day graft which doesn't usually make the headlines."

"You name it, we have done it. What more could you ask for?"

Lt O'Connell said the experience was particularly satisfying because she joined the Navy at the age of 27 as a Hydrography, Meteorology and Oceanography (HM) able seaman, and only later went through officer training.

By this point Enterprise was dozens of miles to the south of the Maltese archipelago, in a designated 'box' where she could carry out gunnery practice – another element of Lt Cdr Warren's endorsement.

With rough seas and the warm wind gusting to 35 knots some ingenuity was needed in the preparation of a target – the standard 'killer tomato'-style red inflatable would have been swept over the horizon in seconds.

The serial was overseen by Enterprise's Gunnery Officer, Lt Duncan Napier (although Gunnery Officer is only one of his roles – as on many lean-manned RN ships, Lt Napier wears a number of hats; he is an Officer of the Watch, IT Security Officer, Church Officer, Ship's Husbandry Planning Manager, Education and Resettlement Officer, Divisional Officer and Meteorology Officer, and there may be one or two others he forgot to mention).

Gunnery procedures are undertaken with great care – sharp eyes scan for vessels or aircraft in the vicinity to back up the radar picture while a failsafe set of checks, counterchecks and commands are repeated before each burst of gunfire is rattled off from the 20mm cannon, machine guns and minigun.

"I particularly enjoy the gunnery side, and also helping to integrate new bits of kit – my geographic information science degree from Newcastle University helps with that," said Lt Napier.

"The kit we have on board is very good – I have a few mates in the survey world and they cannot believe the range of stuff we have got; a very wide range that does a very good job."

"A lot of the additional tasks we have are bits and bobs, but they help fill our days. I can go home and get bored after a week."

Another challenge for Lt Cdr Warren to overcome was a practice steering-gear failure, made all the more tricky by the choppy sea.

Again, the emergency was



● **LET Daniel Nannes carries out maintenance in HMS Enterprise**

handled with calm authority and measured tones as the ship rolled in the turbulent sea.

With the endorsement programme over, Enterprise could finally leave her box and steer north to drop the supernumeraries in Valletta before retracing her route back out into the Middle Sea.

Such transits are not wasted as there is plenty of useful information to be gleaned from busy sea lanes.

Very little by way of opportunity is squandered by Royal Navy ships on task or on passage, gathering whatever observations can be used to safeguard lawful users of the sea and thwart those outside the law.

So the sailors of Enterprise scan the horizon, noting ship movements which helps build up a pattern of normality – making it easier to spot those who deviate from the norm.

Last, and by no means least, the ship has also been doing some surveying...

Enterprise has sophisticated surveying kit that produces detailed profiles of the sea bed – that is her particular strength.

Apart from her hull-mounted multi-beam sonar, the ship can also deploy Tom, Dick and Harry, three torpedo-shaped towed sidescan sonar devices, as well as kit that records sea temperature and salinity, pressure, currents, variations in the sea bed and below the surface of the sea bed, plus spot the presence of metal objects, including wrecks.

So, a good couple of days for Lt Cdr Warren (who was Navigating Officer in Enterprise six years ago before heading off to the River-class patrol ships) and for another visitor – Commander Devonport Flotilla Cdre Paul Halton, who was there to meet the ship's company and demonstrate his appreciation for all their efforts.

He presented the ship with the Surface Flotilla Capability Trophy 2015 for exceptional work over the past year, a pennant that Enterprise will fly proudly for the next 12 months.

That accolade sits nicely alongside the HM Squadron Efficiency Trophy for 2015, which is also in Enterprise's trophy cabinet.

The commodore also presented members of the ship's company with awards for their outstanding personal contributions to the successes of the past year, provided by the



● **HMS Enterprise leaves Grand Harbour, Valletta, on her latest patrol**
Picture: Mike Gray

Worshipful Company of Cutlers, one of the ship's affiliates.

The recipients were AB(HM) Ben Hardie, LCH Dixon Payne, POWtr Dawn Hughes, AB(HM) Ryan Payne, LWtr Claire Brayshaw, CPO(Sea) Danny Patton, AB(HM) Kyle Rumble, LS(Sea) Stuart Turner, CPO(SR) Andrew Lane, AB(Sea) Sarah Griffiths, POET(ME) Carl Everson, Lt Cdr Nick Foster, CH Grace O'Leary and PO(SR) Jason Davies

"I was encouraged to see first hand the strong professionalism displayed by all of HMS Enterprise's ship's company as they go about their varied and strategically significant tasking," said Cdre Halton.

"Alongside this, their positivity and the clear evidence I saw of innovative thinking are characteristics that will keep them at the top of their game."

"We invest a lot of effort into these assurance visits – it is the means by which we support the commanding officer and his team and make sure the ship is operating efficiently and effectively."

"The people here know how to do their jobs but I and my team have a wealth of experience and knowledge and can bring ideas on how they could do the job better."

"I do not routinely spend time on a ship – my job is in an office – but it was important to come out here and see Enterprise."

Pictures: LS Ben Wansborough



In the liner duty

HMS Defender steaming off the starboard bow of a multi-deck cruise liner bristling with balconies, open-air swimming pools, the top deck packed with holidaymakers, cameras and tablets in hand, recording proceedings.

Didn't we see this in last month's edition?

Yes, yes we did.

But that was the Queen Mary 2. Cunard-owned. Blue livery. Red funnel. Over 2,000 passengers. Ploughing through the Indian Ocean.

This is the Queen Elizabeth. Cunard-owned. Blue livery. Red funnel. Over 2,000 passengers. Ploughing through the Indian Ocean. Entirely different (actually, she's 60,000 tonnes lighter, 50 metres shorter and hosts 600 fewer guests).

Both queens of the Seven Seas were treated to a display from Defender and her Lynx helicopter providing the 'wow

factor' to an annual link up between the Senior Service and one of the world's largest cruise firms.

Each year, Carnival UK – parent company of Cunard and P&O Cruises – invites RN Liaison Officers aboard for two to three weeks at a time when they're moving through what are termed piracy 'High Risk Areas'.

April found four of the cruise firm's flagship vessels sailing from the Far East and into the Indian Ocean – through waters mariners are repeatedly warned are dangerous, especially away from the known transit routes.

Aboard the Queen Elizabeth (2,000 passengers) Cdre Jerry Kyd – who took charge of Her Majesty's namesake warship late last month – and Cdr Richard Morris; for Cdre Kyd, his few days on the Cunarder also gave him an insight into handling a vessel of similar length and displacement (965ft

and 90,000 tonnes compared with the carrier's 920 and 65,000 respectively) to his own carrier, and a first opportunity to foster links between vessels which share the same name, if not prefix.

Cdr Owen McDermott joined the Queen Mary 2 for the latest leg of her world tour between Singapore and Dubai and for her Suez transit (up to 2,600 guests); on the third Cunarder, Queen Victoria, (2,000 passengers) Lt Cdr James Campbell-Baldwin; and finally on P&O's Aurora (just shy of 1,950) Capt Phillip Milburn.

Three weeks on a cruise liner in hot and sunny climes, stopping off at some of the world's great coastal cities?

Yes please.

Except that it's not a complete jolly. First and foremost it's the task of the liaison officers to brief the ship's company, especially the bridge and

security teams, of the latest threats, pirates' tactics and the like, maintain links with the merchant seafarers and encourage them to join the RNR.

Beyond these, the officers in uniform mingle with passengers every day, fly the flag for Blighty, and give regular presentations on the role of today's Royal Navy.

And they can organise demonstrations/link ups with other RN assets: say HMS Defender, or the Baggers of 849 NAS. Or, in the case of Queen Mary 2, both.

Pretty much all the upper deck and balcony space was occupied for the star turn(s) by the destroyer, which together with an impressive display from her Lynx, threw herself around to the delight of the passengers on both the Queen Mary 2 and Queen Elizabeth – as the liaison officers provided a commentary on the T45 and Defender's duties during her current nine-month Gulf deployment.

"The majority of the passengers on both cruise ships were British so a visit by a Royal Navy warship at sea during her own extended period away from home struck a particularly poignant chord," said Cdr McDermott.

"It stirred real feelings of national pride – especially when the QM2 Captain led the 'Three cheers for HMS Defender and the Royal Navy' – many passengers were visibly moved by the occasion."

And barely had the excitement aboard the 150,000-tonne liner died down than 849 Naval Air Squadron hove into view and put on their own display as the Queen Mary 2 moved out of the Strait of Hormuz and into the more open waters of the southern Gulf.

All of which sounds rather pleasant. But why, beyond stirring sights and evocative memories, is the RN in the High Risk Area?

Five years ago piracy in the Gulf of Aden was driving headlines around the





pictures courtesy of Cunard/Carnival UK and HMS Defender

globe.

Somali warlords spied rich pickings by holding poorly-protected merchantmen to ransom. They earned millions from it.

The world's navies responded. Information sharing centres like the RN's UKMTO (Maritime Trade Organisation – you can probably work out the UK bit...) in Dubai and EUNAVFOR's Maritime Security Centre Horn of Africa were established. Maritime Patrol Aircraft, Lynx and Merlins flew up and down the Somali coast identifying suspected pirate camps. Special combined naval task forces were set up with the sole aim of hunting down 'pirate action groups' – typically a large dhow and a couple of skiffs.

Shipping companies have taken precautions: barbed wire barriers, water hoses at the ready, use of private armed security teams and even posting dummies as 'lookouts' – a sort of pirate scarecrow.

The concerted effort has, by and large, succeeded. Burning oil drums and skiffs peppered with machine-gun bullets began to litter the waters between Somalia and Yemen and off the Horn of Africa.

That was five or so years ago. You don't see such images or news reports today thanks to that concerted effort.

But it's not gone away, says Cdr Peter Harriman, the Officer in Charge of UKMTO.

"Despite the down-turn in piracy attacks in the Indian Ocean those who would perform such acts remain at large and the intent and capability remains to conduct piracy," he says.

"Together, the success of the combined naval effort, application of protection measures by the shipping industry and use of armed guards have denied pirates the opportunity."

And we're not just talking about piracy. The Red Sea, Strait of Hormuz, Gulf of Aden, Gulf of Oman are not just

among the busiest waters on the Seven Seas, but also the most complex.

There's lively traffic between Yemen and Somalia ferrying people (legally and illegally) and arms (illegally). Drugs are being smuggled from the Makran coast straddling Pakistan and Iran down to the Tanzanian coast (shipments are frequently intercepted by ships of the Combined Maritime Forces, including the RN). People are fleeing conflict, drought, hardship across central and eastern Africa, crossing the Red Sea and moving up the Arabian Peninsula.

And the civil war in Yemen has added another complexity to an already unstable region with thousands of migrants/refugees heading in the opposite direction to Somalia, Djibouti and Eritrea.

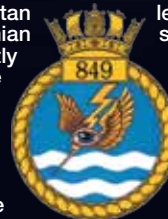
And don't rule out terrorism in these troubled waters, either. The potential

threats to shipping posed by terrorist groups such as Al Shabaab and Al Qaeda are uppermost in the thoughts of seafarers.

Now superimpose the lawful maritime traffic using the waters – at least 3,000 sizeable vessels in the southern Gulf, Arabian Sea, 'pirate alley' and Red Sea on any given day.

On top of that scores of dhows. And hundreds of fishing skiffs – differentiated from pirate skiffs solely by the fact they carry rods and bait, not RPGs and boarding ladders.

It's taken the RN – and other nations – 15 years to build up such a picture and understanding ('the pattern of life') in these difficult waters. And they're still adding to it: St Albans is on patrol in the region until July. The Merlins of 820 NAS head over the Arabian Sea daily. The Baggers of 849 do the same inside the Gulf.



Which a good chunk (technical term) of the passengers on the four cruise ships will hopefully now appreciate.

But you don't have to join one of the most luxurious passenger ships afloat to spread the word about what the RN does to keep the sea lanes open.

Under the auspices of the Merchant Navy Liaison Voyage initiative, sailors and Royal Marines are encouraged to join a merchantman – embracing virtually the entire spectrum of vessels: tankers, container ships, roll on roll off cargo vessels, lighthouse tenders and ferries.

Last year 83 Senior Service personnel voyages signed up for the scheme, while this year Geest line (famous for its bananas) invited personnel to join one of its boats for a 28-day round trip to the West Caribbean, during which it took on cargo at more than eight destinations.

■ If you're interested in the initiative, see DIN 2015DIN07-093.



Medals

Magnificent seven for ex-marine as Team UK triumphs

ROYAL Navy personnel played starring roles as Team UK took 131 medals at the second Invictus Games in Orlando.

On the last day, with only two events remaining, the UK team of wounded, sick and injured personnel and veterans made sure they took home medals in both the wheelchair tennis and wheelchair basketball.

It brought the overall medal total to 131 – 49 gold, 46 silver and 36 bronze.

The final day began on a high when UK wheelchair tennis duo Andy McElean and Royal Marines veteran Alex Krol took gold against the New Zealand team with a 6-1 victory.

Despite the soaring temperatures in the Florida heat, the pair remained fixed on their target and drove the Kiwis all over the court to the delight of the UK fans.

Alex said: "I'm absolutely delighted. We came here to win and I'm so pleased we did. I haven't won anything before so it is an amazing feeling."

Their medals were presented to them by Prince Harry while the Second Sea Lord Vice Admiral Jonathan Woodcock gave the silver medals to the runners' up.

In the wheelchair basketball, the team faced Denmark in the semi-final and took a comfortable lead of 18-5 at half-time and went onto a final score of 29-10. They met hosts the US in the final but failed to get a full grip of the game, finishing in second place with a final score of 48-16.

Around 500 sportsmen and women from 14 nations competed across 10 sports at the ESPN Wide World of Sports Complex at Disney resort.

PO Sean Gaffney, a serving member of the Royal Navy, took home four medals, including two golds in the heavyweight powerlifting and men's rowing.

The RNAS Yeovilton-based senior rate, who has a below-the-knee left leg amputation after being injured in service in 1999, also got a silver in rowing, while Royal Marine Fergus Hurst picked up gold in the four-minute row and one-minute row.

Paul Vice, a former corporal in the Royal Marines, took two silvers in the recumbent bike trial and race to add to his five other medals in Orlando, including two golds.

He participated in the London Invictus Games in 2014 with two legs, but had one amputated shortly afterwards, with his cycling times demonstrating his determination to getting back to his peak fitness.

"I set a goal in my recovery to be as mobile as I can, and I'm just smashing those goals out of the water," said Vice.

"As every soldier knows, when you get injured, you can get into a very dark place for a bit.

"Adaptive sports has been a massive eye opener for me and

changed my life."

Former Royal Navy Lt Zoe Williams took home three golds and one silver – picking up medals in all four of her swimming races – while former Royal Navy Senior Nursing Officer Susan Warner took bronze in her breaststroke final.

Zoe said: "It's been absolutely incredible. I knocked two seconds off my 50m breaststroke time from heats to finals so I'm really, really pleased with that."

The swimming events culminated in an exciting 100m relay event, ending on a high for the UK with gold for Michael Goody, Luke Reeson, Fergus Hurst and team captain David Wiseman. They beat hosts the US by 12 seconds.

Royal Marine Hurst said: "We just went for it. We're absolutely chuffed to bits with gold – it's what we wanted and we got it."

Hurst also picked up two golds in the rowing and silver medals for the men's discus and shot put.

There was mixed success in wheelchair rugby; the UK team of veterans were vying for a place in the final against the US but were out-played by Denmark with a semi-final score of 31-26. But they went on to secure bronze against Australia in style with a final score of 47-4.

Former Royal Marine Jon Flint, along with Jester the dog, was part of the team which won a bronze medal in the archery team open compound category.

The competitors were supported by friends and family members who flew out to Orlando to cheer them on.

Among those supporting the team was Kath Ryan, known as The Cake Lady, who runs her own charity called Cakes 4 Casualties.

Kath became involved with sick, wounded and injured personnel when visiting her sister as a patient in Selly Oak hospital, Birmingham, in 2009.

"It is such a privilege and a joy to be doing this for them. To be here is just amazing. I have seen these guys at their worst when they came back from Afghan, lost a lot of weight and were at the very beginning of their recovery path, and now I get to see them competing at a top world sporting event, it is just so amazing."

■ Royal Navy Lt Charlie Tysler sang in front of thousands of people as part of the choir.

The 30-year-old, who is based at Flag Officer Sea Training in Devonport, was chosen from a video audition to be part of Gareth Malone's 12-strong choir.

They performed their own song called *Flesh and Blood* at the closing ceremony.

For the performance Charlie had to wear her tropical uniform and stand at the front, singing alto.

Next year's Invictus Games takes place in Toronto, Canada in September.

Picture: Mac McLaren

● The opening and closing ceremonies of the Invictus Games in Florida



● Fiona and Kerry Gaffney cheer on PO Sean Gaffney



● The Cake Lady Kath Ryan



● Lt Charlie Tysler was part of the choir

Words: Samantha Chapman
Pictures: PO(Phot) Des Wade and Sgt Ralph Merry, RAF

haul for Harry's heroes



● Above; Paul Vice celebrates gold in the 50m breaststroke; Right, PO Sean Gaffney powers his way to a gold medal in the indoor rowing; Left, Royal Marine Fergus Hurst took silver in the shot put; Far left: Lt Kirsty Wallace competes in the women's 100-metre dash



● Former CPO Sarah Claricoates won a bronze medal in the powerlifting



● Former Royal Marine Chris Macfayden took silver in the archery open recurve contest



● Former Royal Marine Alex Krol took gold in the wheelchair tennis doubles with Andy McErlean



● From left, Adrian Grobler, former Royal Marine Jon Flint with Jester and Andy Phillips celebrate



● Former Sub Lt Zoe Williams took gold in the 100 metres freestyle; right, Zoe celebrates after receiving her medal





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THE JOURNEY DOES NOT HAVE TO END!

Recalling dad's ship HMS Diver

MY father's ashes were scattered at sea.

We were taken out by the Padstow lifeboat crew in Cornwall where we live.

He gave me a photo not long before he died which shows him on his frigate HMS Diver.

I am pleased to say I found a photo of his ship, which he was happy to see, just before he passed.

I don't know very much about the ship as, like many old Service personnel, he didn't speak much about life in the Navy.

I would be very interested in receiving any information about the ship.

My father is EM1 Box, pictured to the right of the buoy.

Annette Robinson

Cornwall

ann2mart@yahoo.co.uk



Year of the Foxes

THE success of the Foxes and the Tigers, along with the burial of King Richard III, has put Leicester on the worldwide map.

This ancient city, one of the UK's largest, is today one of the most multicultural in our islands, albeit one of the furthest from the sea.

Never been there myself, it's on my bucket list.

There have been ships named Fox and Tiger in living memory and a century ago there was a C-class cruiser that was truly a Champion (ship).

After 350 years it's surely time for a ship to be named HMS Leicester.

Lester May
London

Book review was just ace

I READ *Navy News* every month in the USA and the review of Jerry Grayson's book *Rescue Pilot: Cheating the Sea* was fascinating, particularly at a time when the search-and-rescue has been handed over to civilian organisations.

All the aviators who flew rescue missions either in the front or the back of the cab were aces (just ask anyone who had the fortune to be picked by them!).

The name of the playing card featured on 771 NAS helicopters was the Ace of Clubs.

Mervyn Wighting
Virginia Beach, USA

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Editor: Mike Gray 023 9262 5257 or Mil: 93832 5257

Editorial

News editor:

Richard Hargreaves

023 9262 5255

Production Editor:

Lorraine Proudlock

023 9262 5282

edit@navynews.co.uk

General enquiries and archives:

023 9262 3553/5847

Business

Business manager:

Lisa Taw: 023 9254 7380

Subscriptions: 023 9254 7114

subscriptions@navynews.co.uk

Fax: 023 9254 7117

Advertising: 023 9254 7111

023 9262 3553

advertising@navynews.co.uk

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ON behalf of the National Museum of the Royal Navy, I wish to respond to Professor Eric Grove's broadside in The Grove Review in May's edition of *Navy News*.

Clearly the subject of the Battle of Jutland is still capable of raising hackles, which is encouraging, and the museum chose its exhibition title – 36 Hours. Jutland 1916: The Battle that Won the War – in part to provoke debate.

However, Prof Grove has unfortunately misrepresented the exhibition narrative, which is hardly surprising given that he has not yet had a chance to view the gallery or read any of the associated publications.

The exhibition does NOT claim that 'Jutland led to the unrestricted U-boat campaign that brought America into the conflict and thereby won the war.'

We do, however, make the case that Jutland allowed the blockade of Germany to continue, and the blockade did indeed have the consequences outlined above. Jutland was not a clean

Picture: Imperial War Museum



● Battleships of the Grand Fleet exercising at Rosyth

or overwhelming victory, and the exhibition makes clear that the battle was at times clumsily fought and characterised by failings in equipment, tactics and leadership.

Nevertheless it was a victory, and if readers need a yardstick by which to measure its importance, they should consider the implications had the Germans won it.

We do NOT state that the German fleet 'never came out again' – we state that the German fleet never again seriously contested control of the North Sea.

We make it very clear that the German aim was initially one of 'disproportionate attrition', just as Professor Grove writes.

However, there is no doubt that if this had been successful

and the Germans had obtained what they called 'Kräfteausgleich', or equalisation of forces, the Imperial German Navy certainly intended to fight a fleet action.

This is not to find fault with Prof Grove's intervention. Quite the reverse.

NMRN believes strongly that the most important issue in this centenary year is to restore Jutland, and the Royal Navy, back to their rightful place at the heart of the national First World War narrative, and an excellent way to do this is to debate the issues publicly, through the pages of publications such as *Navy News*.

We obviously very much hope that your readers will visit the exhibition and make up their own minds.

NMRN also plans a *Question*

Time-style panel debate on the importance of Jutland for later this year, and we would like to take this opportunity to invite Prof Grove to join our panel. A dissenting voice would be more than welcome, and it would be fascinating to debate these issues in front of an audience.

Personally, I would also welcome the opportunity to debate some of the other issues he raises.

Notably, I would take issue, as I have before, with the premise that, regardless of Jutland, it would ever have been realistic to put a fleet into the Baltic when Germany's U-boats and other small fighting craft remained undefeated.

The presence of these craft – NOT the German battle fleet – was the reason for the British policy of 'distant blockade' in the first place.

I would also dispute whether the same Allies who so singularly failed to understand the complexities of amphibious warfare at Gallipoli in 1915, would have been capable of successfully staging an amphibious assault on North Germany just two years later.

Nick Hewitt

Head of Heritage
Development, The National
Museum of the Royal Navy

Jutland puts RN at heart of WW1 story

Exciting to be based in Yorkshire

I AM surprised that HMS Forest Moor (in Nidderdale, Harrogate, Yorkshire) no longer exists, especially as it was virtually underground with 1,200ft high masts outside, leading to an aerial exchange inside, situated at the end of the operators' hall.

I remember the rows of desks, each with the Recall equipment.

About 300 yards away was Birstwith Hall, an American communication station to which I was invited. I was not impressed. I suppose that has gone too.

I remember too the range at Aberporth in Wales. They were firing Sea Slugs then and the hydraulic lifts down the cliff – one for vehicles and one which took two people alongside – were remarkable.

Very exciting times and – I hope – they still are.

L Hopkins
Wokingham

Cheers to Joe and The Gut

REGARDING your January edition and the photograph of four men down The Gut in Malta.

One of them is Joe Cini and I used to have a drink with Joe in the Hole in the Wall in the mid fifties.

A large glass of screech (coke and local wine) was 6d and a small glass 3d. A bag of crisps was 5d.

Joe was the only Maltese to have played for an English football club.

I was living in HMS Phoenixia, Manoel Island with the 2nd Target Boat Squadron at the time.

Henry Cavanagh
Norfolk

Coxwains' plea

YOUR series on the regulating branch will, I hope, make reference to coxwains.

They were phased out of general service in the 1970s.

I remember seeing one on board HMS Defiance when I joined E211 (nuclear repair) in 1972.

I later became a WOMEM(M) submariner and, because there weren't any sea billets available for that rate, I did the submarine coxwains course.

I had three submarines as the chief while remaining in my branch.

Alan Jones
Ex-submariner

From Ganges to a cruise liner

THE letter of the month from Mike Chivers in the March edition of *Navy News* made for interesting reading.

I too had an interesting Naval career.

I signed my papers in 1962 at the age of 14 and nine months.

By January 1963 I arrived at HMS Ganges to train as a telegraphist.

My class arrived in HMS Mercury in December 1963 and by March 1964 I was in HMS Leander on her first commission.

Then it was to HMS Agincourt, a battle-class destroyer, where my bed consisted of two mess benches on which I slept, being a junior, before qualifying for a hammock.

On to HMS Murray, part of the 2nd Frigate Squadron based at Portland, then to HMS FORTH in Singapore.

Back to the UK and I joined HMS Rapid as a no-badge killick, then on to HMS

Each month Pusser's Rum are offering to courier a bottle of their finest tipple to the writer of our top letter. This month's winner is Eric Norman Davies



Norfolk, where the Prince of Wales was my line manager.

Further courses led me to FOCAS staff, followed by the Fleet Communication Pool.

I spent four years as the only senior rate in the user requirements and trials section at HMS Mercury.

In 1979 I was one of the coffin bearers for

Lord Mountbatten's funeral at Westminster Abbey, after which my DO wrote: "Davies is not very bright but can carry heavy weights."

My last draft was to Invincible and I left the Andrew in 1987.

I became a store manager in Fareham before moving on to be a head-hunter in the gas analysis industry, followed by nearly 20 years as a clerk to a female High Court judge.

A special moment came while on a P&O cruise, where my dear wife and I hosted a small drinks part for our dinner guests in a magnificent suite back aft.

I watched as my suite butler served Champagne and canapés and the thought occurred I had come a long way from those early weeks in the Ganges annex.

Eric Norman Davies
Hampshire

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● Midshipman Graeme Nolan watches as RFA Wave Ruler carries out a replenishment at sea with HMS Iron Duke

Every day a school day for Graeme...



● Mid Nolan at work in Iron Duke

A PRIMARY school teacher from Hampshire spent two weeks at sea with the Royal Navy, learning what life is like on an operational warship.

Midshipman Graeme Nolan embarked in HMS Iron Duke as the Type 23 frigate took part in Exercise Joint Warrior, one of the largest Tri-Service and multinational exercises of its kind in Europe.

Graeme, who is based at HMS King Alfred in Portsmouth, is one of the growing numbers of reservists who spend their free evenings and weekends training as members of the Royal Navy.

As part of his training as an RNR Officer, Midshipman Nolan got to grips with all of the elements that combine to make a Royal Navy warship function.

From time spent with the Marine Engineering department maintaining diesel generators, to time spent up on the bridge witnessing live gunnery firings off the coast of Cape Wrath; seeing HMS Iron Duke during the exercise has

allowed him to witness the Navy's capability against air, surface and sub-surface threats.

"I am delighted to have worked with my counterparts in the regulars over the last two-and-a-half weeks," he said.

"The professionalism and cheerfulness of the ship's company is a credit to the ship and the wider service.

"During Exercise Joint Warrior I have undertaken tasks throughout the ship with all departments on board.

"The opportunities provided have been invaluable. I have thoroughly enjoyed working with the highly-trained chefs in the galley, conducting replenishments at sea, conducting rounds with the Weapon and Marine Engineering departments, gaining an understanding of the Operations Room, keeping watch on the bridge and assisting with flight-deck operations.

"The experiences gained will provide a solid foundation for the rest of my RNR career and will leave lasting memories."

Viennese whirl for King Alfred's Laura

ROYAL Navy reservist Lt Laura Wareing attended a ball at the Hofburg Palace during a working trip to Austria.

The officer from HMS King Alfred joined reservists from the Royal Navy, Army and RAF for a seminar with reservists from across NATO.

All were invited to attend the Ball der Offiziere in Vienna as part of the seminar on cross-cultural communications and understanding.

"The Young Reserve Officer (YRO) programme is unique," said Laura, pictured above with her husband.

"Not only does it provide a fantastic opportunity to meet with our NATO counterparts in a welcoming environment,

it enhances and develops our cultural understanding; a key ability that will pay dividends on multinational exercises and operations."

The event also included an evening reception in the Pantheon of the Military History Museum at the Vienna Officers' Club.

Reservists were also hosted for a tour around Vienna, which included visiting the state rooms of the Hofburg Palace and the former imperial summer residence of Schönbrunn Palace. On the final evening, the Reserve Officers saw a performance of the Strauss opera *Salome* at the Vienna State Opera.

New Commander for Reserves

THERE'S a new face at the head of the Naval Service's reserves arm after Cdre Martin Quinn assumed the responsibilities of office of Commander of the Maritime Reserves aboard HMS Victory.

Watched by the Second Sea Lord, reserve HQ staff, family and friends, the outgoing head of the reserves Cdre Andrew Jameson formally handed over to his successor; he's off to become the RN's senior 'legal eagle' as Commodore Naval Legal Services.

Upon completion of formalities in the Great Cabin, Cdre Quinn inspected a Guard of Honour that was made up of reservists from across the country and led by a Guard Commander from HMS Hibernia, the new commodore's parent unit in Northern Ireland.

"It's an exciting time for the Maritime Reserves," he said. "Over the past few years, the reserves have been through a tremendous period of growth. Under the Future Reserves 2020 programme recruiting has increased, Terms of Service have been improved and investment has been made in reserve infrastructure.

"I am determined to support the Maritime Reserves through the next phase of FR20, building on the good work that has gone on so far, growing our numbers and continuing to provide fully trained, motivated and professional people."



● Cdre Martin Quinn, left, has taken over from Cdre Andrew Jameson, above



Pictures: L(Phot) Ken Gaunt

Cdre Quinn joined the RN from school in 1981, serving first as a weapon engineer, then as a logistician serving in Polaris boats, carrier Illustrious and assault ship Intrepid before leaving the full-time RN in 2003...

...and joining the RNR as a media operations specialist, covering operations in Sierra Leone and Afghanistan. As CO of HMS Hibernia, he oversaw the unit's move from HMS Caroline in Belfast to Lisburn - allowing the Jutland-veteran cruiser to be converted into a museum (which opened at the end of May).

His predecessor said that the Maritime Reserves - which embrace both the RNR and

RMR - had responded well to the challenges laid down by the Future Reserves plan.

"There is still work to undertake to meet all the opportunities but, with the extra impetus of the successful outcome of the 2015 Defence Review for the Navy, the future for the RNR and the RMR is very bright indeed," he added.

"I have immensely enjoyed meeting many hundreds of reservists over the last three years and I have never failed to be impressed by their level of professionalism and commitment. I leave with the absolute confidence that the Maritime Reserves will continue to flourish."



Having a hoofin' time

TWO long-serving Royal Marines Reservists, Maj Dave Fielder and C/Sgt Pete Wooldridge, met up in HMS Bulwark during Exercise Griffin Strike.

The pair have known each other since the early 1990s and have worked together in a variety of media communications roles, including the Royal Marines Video Production Unit and recently at RNAS Culdrose's public relations office.

Dave has been deployed with COMATG as the Media Officer and Pete is working hard on CHF aviation watch desks.

Pete, left, and Dave, right, are pictured here in Bulwark's operations room by Leading Photographer Joel Rouse.

Minister praises 'exceptional' work of RNRMC

MINISTER for Portsmouth Mark Francois MP has given his strong support for the work of the RNRMC during a visit to HMS Excellent at Whale Island.

Mr Francois, who is also MP for Rayleigh and Wickford in Essex, met with senior members of the charity's team, local councillors and Armed Forces veterans.

In a speech delivered by RNRMC Chief Executive Robert Robson, Mr Francois was told how the RNRMC, as principal charity of the Royal Navy, works in

partnership with other charities to deliver support to families, veterans, and also directly to serving personnel.

Mr Francois, said: "As Minister for Portsmouth I am really, really proud of what the Royal Navy and Royal Marines Charity does.

"We should never take life in a free country for granted and I believe we should be grateful to all those who put on a uniform.

"The charity does an exceptional job

supporting our Royal Navy and Royal Marines."

As part of his visit Mr Francois, a former Armed Forces minister, spoke with workers and beneficiaries from Veterans Outreach Support, a Portsmouth-based charity that received £50,000 to deliver its services from the RNRMC in 2015.

Mr Francois voiced his support for other local organisations who support Armed Forces veterans through the government's Corporate and Community Covenants,

such as Portsmouth City Council.

Alongside Cllr Donna Jones, Leader of Portsmouth City Council, Mr Francois heard how VOS helps support the mental and physical needs of Royal Navy and other Armed Forces veterans thanks to a local drop-in clinic, based at Portsmouth Maritime Club.

Mr Robson added: "Hosting the Minister for Portsmouth, with whom we worked closely in previous roles, has been a real pleasure."



● Mark Francois MP

Last chance to buy rare rum

THE Rum Club has been asked by the Royal Navy and Royal Marines Charity to represent them in selling a rare rum – Caroni 1997.

The rum was gifted to the charity by the Worshipful Company of Distillers for the purpose of raising funds for the charity.

This rum is from the famous, but now closed, Caroni Distillery in Trinidad.

The distillery was established in 1923 on the site of the old Caroni Sugar factory; in 2001 the Trinidad government sold a 49 per cent holding in Rum Distillers Limited (Caroni's Rum division) to Angostura.

The Caroni Distillery finally closed in 2002.

It was noted for its single cask heavy rum which it manufactured for the Royal Navy, making this a particularly fitting gift by the Worshipful Company of Distillers.

The Rum Club is owned and run by two ex-Naval officers.

This particular batch was bottled and labelled ready

to commemorate the 350th anniversary of the Royal Marines in 2014. This is the last chance to purchase the rum via The Rum Club website www.the-rum-club.com, with all proceeds going to the RNRMC.

Giles Collighan, Director



of The Rum Club, said: "Given that Vince and I are both veterans of the Royal Navy and based in Portsmouth this is a fantastic opportunity to help a charity which we have fervently supported over many years."

FUNDRAISER OF THE MONTH

RFA Wave Knight

DURING a maintenance period in Portland, seven members from RFA Wave Knight took part in the Weymouth Bay 10k to raise money for the RNRMC and Cancer Research UK.

The total raised, including Gift Aid, was £263.58 giving a total of £131.79 for each charity.

CO Capt Karl Woodfield said: "It's great to see Wave Knight represented on the streets of Weymouth and raising money for such good causes. Congratulations to the seven who all completed the course in various degrees of fancy dress."



Dan plays a game of two halves



PETTY Officer Dan Tregarthen got into the competitive spirit ahead of the Navy v Army rugby union showdown at Twickenham during the Road to Twickenham fundraiser aboard HMS Iron Duke.

Dan donned half a Navy uniform and half an Army one for the running phase of the run, row and cycle the distance from the ship's last port of call – Leith in this case – to Twickenham.

The total distance to cover was 415 miles and 71 of the ship's company took part in the event which lasted for seven hours and saw a steady stream of personnel chip away at the distance.

HMS Iron Duke ended the day having covered 515 miles, 100 miles more than required, which is testament to their spirit and work ethic.

Their reward was a flight-deck barbie organised by the Petty Officers' Mess to enjoy after the match which was projected on to a makeshift cinema screen in the ship's hangar.

The weather could not have been better for running on the upper deck, however it made for quite humid conditions in the winch well for rowers and cyclists.

There were some notable achievements over the course of the afternoon; AB Trow ran 15 miles, AB Gleed ran 13 miles, Surg Lt Walters recorded a personal best by running 10 miles and AB Snell ran 12 miles.

Undaunted by the conditions below deck, WO Patton, the ship's Executive Warrant Officer, cycled 24 miles and LH Worley combined all three disciplines to record a massive 25 miles in total.

Collections for charity took place throughout the event and during the match, and 10p from every drink sold during the event was donated to charity.

All proceeds have been donated to the Royal Navy and Royal Marines Charity.

It just shows that it is possible to find opportunities to build team spirit through sporting activities during a busy operational programme as part of a NATO Task Group even when at sea.

■ Naval personnel at HMS Excellent have participated in the Compass 360 Challenge to run, row and cycle 360 miles to raise funds for charity and build awareness of the network.

Lt Lindsey Gascoigne conceived the idea of The Compass 360 Challenge which saw volunteers from across Whale Island participate in the attempt to cover the 360-mile distance.

On completion of the competition the combined efforts covered over 720 miles, more than doubling the original target.

The event raised a total of £689.19 in collections and a £360 donation from the Senior Rates Mess split equally between the RNRMC and Broken Rainbow UK.

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● From left, CPOET(WE) Will Barbrook, ETME Kevin Young, LCH Steven Ward, LETME Martin McCrellis and POET(WE) Wayne Cook in the newly-refurbished library

Class act from Crew 7

SAILORS from Mine Counter Measures Squadron 2 Crew 7 found time during their regeneration period to carry out community work for Ranvilles Junior School in Fareham.

The team, led by POET Wayne Cook, took the challenge of renovating the library in time for World Book Day.

They moved heavy shelving, books and furniture and fixings to paint and improve the condition of the walls.

Head teacher Mrs Angela Williams said: "We are absolutely thrilled with the outcome as the library is now a vibrant and inviting learning environment for the children."

The school has a large number of Service children and members of MCM2 Crew 7 found time to talk with the pupils and have lunch.

CPO Will Barbrook said: "I thoroughly enjoyed painting the school library, something that required doing but due to cost and time constraints would not be done in the near future."

"It was particularly nice to see how genuinely pleased the teachers, staff and children were with the end results."

The rest of the team found it very rewarding and a change from normal routines with the crew hoping to find time to help with building an outside classroom and clearing some of the more overgrown parts of the grounds.

Mrs Williams added "The whole experience has been transformational for us. These children were able to observe and experience first-hand how effective and impressive team work can be in an environment familiar to them."

Never too young to raise funds

THE four-year-old daughter of a Royal Navy sailor had a hair cut to raise around £800 for charity.

Poppy Hamlyn, who goes to Wooden Tots Nursery at HMS Collingwood, donated her long hair to the Little Princess Trust, which makes wigs for children going through medical treatment and the Willow Foundation.

The foundation provided Poppy's family with a five-day break after mum Emma received treatment for cancer in 2013.

Emma, whose husband CPO David Hamlyn is currently deployed with HMS Defender, said: "Poppy has her heart set already on becoming a sailor, she's super proud of her daddy, we all are."

"I have been overwhelmed at the generosity of the sailors serving in HMS Defender; my husband has been given a total of £185 in donations."

Anyone wishing to boost Poppy's fundraising can do so at www.justgiving.com/pops-hairchop

Marathon effort in cancer battle

FOUR sailors were running the Edinburgh Marathon as *Navy News* went to press to raise funds for testicular cancer.

Sub Lt Matt Kidd, 26, was diagnosed with the cancer and following an operation, established his own charity called Team Lumpy Bumpy.

He was running the marathon with family and friends, including Sub Lt Josh Leek, Sub Lt Simon Williams and Mid Phil Hollinghurst.

Anyone wishing to donate can text LUMP 92 and a cash amount to 70070 or at www.justgiving.com/teams/lumpybumpy



Charity signs on for first Naval affiliation

HERE'S one we made earlier... In true *Blue Peter* fashion, staff of Royal British Legion Industries present sailors from HMS Kent with a new sign – hot off the charity firm's presses.

The RBLI celebrated its first Naval affiliation when some of the frigate's crew, led by Kent's CO Cdr Daniel Thomas, visited the works at Aylesford, near Maidstone, Kent.

You probably didn't know this but the RBLI is the country's leading manufacturer of signs found on main roads and railway lines – diversion, danger – high voltage, speed limits and so on – and Kent's crew probably didn't know either... but they do now after chief executive Steve Sherry and his team showed them around and ran through the RBLI's near-100-year history.

The charity began life offering work for Great War veterans diagnosed with tuberculosis but in the century since has expanded to offer wider services and assistance to those leaving the Forces today, including housing, social care, training and employment.

Aside from the sign factory, the RBLI also look after a village where more than 300 former Service personnel and their families live. And the sailors were shown the new Base Camp café, built by a grant from the People's Millions Lottery Award in 2015, which now provides a community hub and meeting place for those living and working in the village.

Good causes hit the football jackpot

RANGERS striker Michael O'Halloran presented cheques totalling £25,000 to four Services-related charities on behalf of the Rangers Charity Foundation.

Veterans' charity Erskine, The Royal Navy and Royal Marines Charity, the RAF Benevolent Fund and ABF The Soldiers'

Charity shared the funds raised via the Foundation's Armed Forces Partnership.

Erskine, which is celebrating its 100th anniversary this year, will receive £10,000 towards the charity's Memorial Garden project, with the other three charities receiving £5,000 each towards their core activities.

Paul's made of Wright stuff

A ROYAL Navy Lieutenant will be challenging himself to beat his personal best on a 100k run in July for Blind Veterans UK, the national charity for vision-impaired ex-Service men and women.

Paul Wright, 44, and from Lee-on-the-Solent, finished the Blind Veterans UK 100k London to Brighton last year in 14 hours, the second fastest time out of more than 200 competitors. This year he is looking to beat his time and improving it by a further two hours.

Paul said: "The 100k run was incredibly tough but I feel I can do better this time as I got lost a couple of times in the middle of the night. It might be a little ambitious but ideally I'd like to finish in less than 12 hours."

Joining the Royal Navy in 1991 as an apprentice, Paul has worked as a Weapon Engineer on many ships including HMS Cornwall, Montrose, Leeds Castle, Richmond, Daring and Illustrious.

It is because of his military background Paul is now raising money for Blind Veterans UK.

He said: "Before last year I didn't realise the scope of the support Blind Veterans UK provides across the country."

"Having read stories on both Second World War veterans and the younger ones coming back from Iraq and Afghanistan and how they are being supported by Blind Veterans UK I feel it is important to support the charity."

Registration for the 100k, which will kick off in Fulham on Saturday July 2, is currently open with a fee of £75 for the 100km.

For those not wanting to walk the full distance there is



also a relay option available for teams of four walking 25k each. Teams taking part in the relay have a registration fee of £120. The all-inclusive entrance fee for participants includes lunch, dinner and breakfast at three rest stops, snacks and refreshments along the route and a free event t-shirt.

The London to Brighton 100k challenge is Blind Veterans UK's biggest annual fundraiser and

takes participants from a starting point in south west London, along the banks of the Thames, through countryside paths in Surrey, Sussex and the North and South Downs to the charity's centre in Ovingdean, Brighton.

To sign up for the Blind Veterans UK 100k, visit blindveterans.org.uk/100k before June 6. To support Paul, please visit justgiving.com/P-wright3.

Top backing for sailor Steve

A ROYAL Navy reservist has received support for his quest to sail his boat Tikka around the UK to raise funds for Action for Children.

CPO Steve Pointon's plan has been praised by Guinness world record holder Jeanne Socrates, the oldest woman to sail solo non-stop around the world.

"It's pretty brave of him actually as sailing around the UK is actually more than just hopping around the coast, you have the weather and the tides to worry about, as well as avoiding muddy shallows and rocks in unfamiliar places, there's a lot to consider," said Jeanne, 73.

Steve was in the Navy for over 24 years, serving

in Iraq and Afghanistan working with Sea King helicopters from 845 and 846 squadrons based in RNAS Yeovilton.

He still serves as a CPO reservist on 700X squadron based at RNAS Culdrose.

Steve is aiming to complete the gruelling journey in 12 weeks, consisting of eleven legs with a host of friends, relatives and colleagues joining him at various stages, including his wife Kaz and adopted son Harry.

For more information about Steve's journey this August, search *Tikka's Travels* on Facebook

To donate, visit <http://uk.virginmoneygiving.com> and search Tikka's Travels.

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● Leslie Penhyne with, from left, LD Luke 'Rocky' Halbauer, Std James Coombes, Lt Cdr Conor O'Neill and PO James 'Soapy' Watson

Precious times for Quorn survivor

PERSONNEL from HMS Quorn visited one of the last remaining survivors from the second ship to bear the name.

Leslie Penhyne, 90, was one of 15 crew to survive the sinking of the Hunt-class destroyer as she escorted the convoys of personnel for the Normandy Landings in 1944.

Mr Penhyne has been a friend of the current Quorn, attending her commissioning along with other survivors.

Quorn's new CO Lt Cdr Conor O'Neill, along with PO James 'Soapy' Watson, LD Luke 'Rocky' Halbauer and Std James Coombes, visited Mr Penhyne for lunch at Brighton Marina.

Mr Penhyne joined the Royal Navy in April 1943 originally as air crew but after discovering he had a perforated ear drum, he joined the fleet – and his first sea draft was in HMS Quorn.

"The captain was Lt Woods, who was one of only two officers to get away from the submarine Thetis when it went down in Morecambe Bay in 1939," he said. "I later became Navigator's Yeoman, getting out the charts and keeping them up-to-date and action plotting."

"I was on the plot when we were torpedoed at 0250 on August 3 1944. We took a huge



list to starboard and I thought that we had had it.

"But Quorn righted herself, emergency lights came on and it was every man for himself."

"The plot was in the wheelhouse, under the open bridge, with just the quartermaster and myself."

"There were so many sailors coming up from

down below we could not get out; fortunately there was a steaming port in the wheelhouse and we started to unscrew the clips. I let down my lifebelt, climbed onto the RDF aerial and from there onto the empty bridge."

"I tried to get some air into by lifebelt but owing to the poor light I could not get the stopper back into the valve."

"I then spotted a 2ft long duck board from the heads coming up on

the starboard side, I stepped into the sea and grabbed it as I am a poor swimmer."

"All this from being hit to stepping into the sea took three-to-four minutes at the most. I was on my own, I could hear singing and shouting but after about 20 minutes it went quiet."

The death toll from the sinking was 130.

Before preparing the current Quorn for a refit, personnel marked the ship's 27th birthday with the cutting of a cake.

The ship also took families and her affiliates out to sea from Portsmouth to enable them to experience a day on the ship (pictured left).

Her affiliates include the towns of Melton and Ipswich, Leicestershire County Council, the Quorn Hunt, the Ton Class Association and the Defence Animal Centre (though no dogs or horses went aboard...).

Guests were treated to demonstrations of fire-fighting and from the swimmer of the watch, Diver 'Ric' Astley, with Ops Officer Lt David Griffiths acting as a live casualty, as well as displays of the ship's mine-hunting and diving capabilities.

MCM2 Crew 1 were to exercise the Freedom of Melton on June 1 before taking over in HMS Hurworth.



Stringbag prints fill moneybags

FLEET Air Arm legend John 'Jock' Moffat puts his name to a print of a Swordfish cockpit as artist Steven Ward Fox looks on.

This print of 'The Office' – and one the 45-year-old County Durham artist produced of 'stringbag' City of Liverpool – has raised hundreds of pounds, and helped to keep the Fleet Air Arm's most famous vintage aircraft airworthy so it can appear at displays around the land as a 'flying memorial' to aviators past.

Back in 1941, the then sub lieutenant piloted Swordfish 5C/L9726, dispatched from HMS Ark Royal's pitching deck with 14 other torpedo bombers to stop Hitler's flagship reaching the safety of ports in France having sunk the pride of the Royal Navy, HMS Hood.

They found their quarry, attacked it and scored two hits with torpedoes, one – largely attributed to Jock and his observer 'Dusty' Miller – jamming Bismarck's rudder.

The battleship steamed around in circles until he – the captain insisted on the ship being referred to as male, not female – was finished off the following day by the guns of the Home Fleet.

More than seven decades later Jock put his name to 50 prints of Steven's etching. A framed edition of the drawing (inset) went for £1,400, while all the prints were snapped up at £120 a pop.

Equally popular (and hence also sold out) were prints of LS326 City of Liverpool signed by former First Sea Lord



Admiral Sir George Zambellas (pictured below; he had a copy hanging in his office) and RN Historic Flight CO Lt Cdr Chris Götke (who earned the AFC for skilfully bringing his crippled Sea Fury vintage fighter safely down at Culdrose Air Day a couple of years back); a framed version was sold for £1,800.

Steven originally specialised in railway art but was drawn into the world of naval aviation when a member of the historic flight bought one of his paintings at an exhibition.

He's currently finishing off a painting of a Swordfish about to launch from HMS Ark Royal on the eve of WW2 and is looking at depicting the exploits of Augustus Agar VC on canvas; he led a torpedo boat into Kronstadt naval base and sank the cruiser Oleg despite coming under intense enemy fire.



Crew bond during 60-mile adventure

PERSONNEL from MCM1 Crew 6 took the opportunity for some well-earned adventurous training following their six-month tour on Operation Kipion.

Crew 6 took full advantage of HMS Neptune's generous AT facilities and hiked a 60-mile section of the West Highland Way over three days.

This took them from the northern shore of Loch Lomond all the way to Fort William and included the notorious 'Devil's Staircase' ascent to views of Ben Nevis and her sister peaks.

In order to maintain the required 20 mile per day pace, the crew spent each night in a civilian bunk house – paid for by combined grants from the Faslane AT Fund and the Fleet

Rebalancing Lives Grant.

"This was our first full week together as a Crew since returning from the Arabian Gulf and has proven to be a great way to bring the team back together outside the normal work environment," said XO Lt Shaun Dodd.

"As expected, everyone mucked in with the communal duties (despite sore feet and blisters!), and the entire event was a great success."

CO Lt Cdr William Blackett added: "Nothing bonds a team better than a common challenge – and this was by no means an easy week."

"It was however extremely enjoyable and a great way to get to know my crew."



● ET(WE) Ryan Cowie sets the pace

Picture: Lt Tom Bell-Williamson

Journey from MA to NEMO

A ROYAL Navy medic has completed her new entry medical officer course.

Surg Lt Deona Chan, who passed out as a Naval officer from Britannia Royal Navy College at the end of 2015, joined the Service as a medical assistant in 2004.

After two deployments she left the Royal Navy in 2007 to pursue her dream of becoming a doctor.

She rejoined as a medical cadet in 2009 while studying at the University of Dundee, where she graduated in 2013.

Deona, whose family are originally from Hong Kong, is looking forward to her first appointment as general duty medical officer in HMS Scott.





Engineering a new career out in Africa

AN aircraft engineer who rode a motorbike across Africa has been inspired to take up a job with a leading international development charity in East Africa.

Former Royal Navy CPO Steve Houghton set off on his African odyssey of over 9,000 miles just before Christmas, taking time off from his day job as a Merlin training designer with 824 Naval Air Squadron at RNAS Culdrose in Cornwall.

Steve was so taken by the sights and work carried out by the Voluntary Service Overseas (VSO) charity; he's decided to take up a placement in Tanzania.

"My solo motorbike journey across the continent covered over 9,000 miles, and I met so many amazing people working for Christian charities and development NGO's fighting poverty," said Steve.

"I've been sponsoring a teacher in Tanzania and went to the VSO country office to find out what they did.

"I was very impressed with their work; they convinced me that volunteers could make a real difference by sharing their training and experience.

"Recently VSO advertised a placement that matched my skill set, I applied and was pleased to be accepted for this post."

Steve will be sharing his skills as an adult education specialist and electrical engineer, to train and support local instructors at colleges in the Lindi region of Tanzania.

He is hoping to raise £985 for VSO which will help VSO continue to send skilled volunteers, like Steve, to fight poverty in some of the world's most deprived communities in Africa and Asia.

VSO volunteers help strengthen health and education systems and develop employment

opportunities by working with local partners who understand the needs and challenges of their communities.

VSO works in 31 countries where, last year, more than 2,600 volunteers made a positive difference to 1,950,000 lives.

Thanks to VSO, 136,000 people have improved their skills, knowledge and expertise in the last year.

VSO places a wide range of professionals including nurses, teachers, engineers and IT experts. The impact of their skills on people's education, health and employment, continues long after the volunteer returns home.

To support the work of VSO, and Steve's fundraising challenge, please visit www.justgiving.com/Steven-Houghton2016

To read about his motorbike adventure, Google search for the blog [Livingstone's Wheels](http://Livingstone'sWheels)

Writer releases single

PLYMOUTH-BASED sailor Chris Linton continues to aim for the stars with the release of his new music single.

AB Linton, from 30 Commando, based in Royal Marine Barracks Stonehouse, has been getting regular airplay on BBC Introducing in Devon, and has even played live to open BBC Devon's new studio.

Following Chris's recent success of his EP *Ascension*, his latest single *Fall To The Floor* was released on YouTube, Amazon and iTunes.

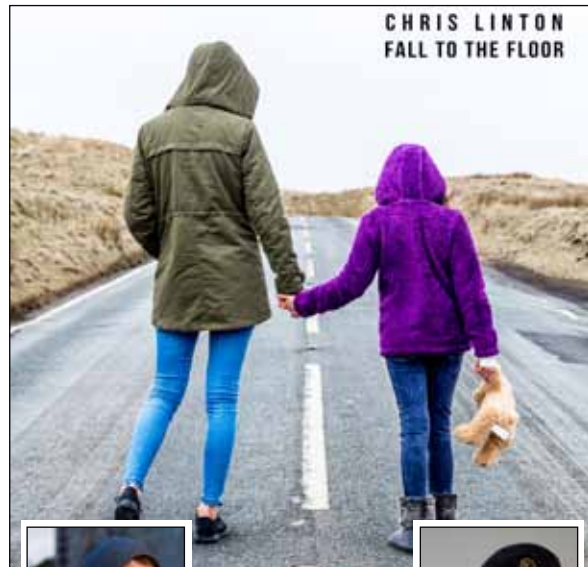
Chris, 26, said: "30 Commando has been very supportive. I've been lucky enough to play at a number of functions here at Stonehouse.

"*Fall To The Floor* was filmed by the talented Rhys Davies of Furball Films. We completed the video in a one day shoot, filming across various locations within the beautiful county borough of Bridgend."

"My little sister Niamh, and aspiring actress Kelly Roberts, starred in the video and played their roles perfectly. I was very impressed and proud to have helped produce such a beautiful piece of art."

The video can be viewed at: <http://youtu.be/eVJx0UxqUcc>

Keep up with Chris's music at: <http://www.chrislintonmusic.com/> and <http://www.facebook.com/chrislintonmusic>



● The cover of Chris Linton's new single; Chris pictured left as a musician and right in his uniform



Dick settles for retirement



A DEDICATED ex-Royal Navy officer and civil servant who has spent the last 16 years helping thousands of Naval personnel make the transition from service to civilian life has retired having clocked up more than 51 years of loyal service to the Ministry of Defence.


Royal Navy Resettlement officer, Richard Slade, 65, known as Dick, joined the Royal Navy aged 15 in 1965.

In the early 1970s he transferred to the Royal Navy Police and after ten years' good service and conduct was




selected for officer training at Britannia Royal Naval College Dartmouth, where he won the sword for best Special Duties student in his year.

He worked for the RN Police until 2000 when he left the Service but returned to the MOD to work in the resettlement office.

Dick, who plans to spend his retirement at home with his wife Jacqui and family, said: "I'm looking forward to my retirement and the opportunities that brings."



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Battle is marked

TWO wartime veterans were amongst a group of Canadians who visited Northern Ireland to take part in Londonderry branch's annual Battle of the Atlantic commemoration.

Jim Robinson and Don Bowman played a full part in the weekend's activities, which included supporting the Ulster Canada Initiative at the HMS Laurentic commemoration – Laurentic was a former White Star Line ship on the Canada route, converted to an armed merchant cruiser, that struck mines off Donegal in January 1917, going down with 354 souls.

Area 12, Cork and County and Limavady branches paraded their standard alongside Londonderry.

Saturday saw a wreath cast onto the River Foyle from patrol boat HMS Pursuer, and a commemoration dinner at the City Hotel in the evening, while Sunday saw a Battle of the Atlantic service at All Saints Church Clooney, a parade and a wreath-laying in honour of those who made the ultimate sacrifice.

Ton film on website

THE Ton Class Association is pleased to announce that it has been licensed by the Imperial War Museum to show the iconic film *Dangerous Game* on its website.

Many will remember the film from when it was shown in the display area aboard HMS

Bronington when she was a museum ship in Manchester Docks.

Bravo Zulu to Bob Dean and Liam for engineering the link!

The 25-minute film was produced in 1976 and looks at the importance of mine countermeasures in modern naval warfare.

It traces the threat of the sea mine during World War 1 and how the Royal Navy attempted to counter it with the Royal Naval Trawler Reserve, which would become the RN Patrol Service in World War 2.

German developments of the acoustic and magnetic mine are examined, but much of the film

is focussed on the equipment and techniques employed by Ton-class minesweepers in the 1960s and 70s.

Tons are shown exercising at sea, principally HM Ships Brinton, Burnaston, Hodgston, Crofton and Lewiston, with a lot on board Bronington, including the Prince of Wales in the Ops Room.

There are good pictures of contemporary equipment including the winch, kites and otters of Oropesa wire sweeps, acoustic hammer and displacer and Magnetic Loop, plus officers and sailors being trained in mine warfare at HMS Vernon.

The use of sonar (Plessey 193) for minehunting is discussed, with pictures of the Operations Room, sonar displays and divers.

Tons are shown participating in Operation Rheostat, the international task force that cleared munitions from the Suez Canal following the 1973 Arab-Israeli conflict.

There is interesting footage of Lt Windsor – Prince Charles – who was Commanding Officer of HMS Bronington in 1976, bringing her up the Thames and under Tower Bridge to welcome the Queen and Prince Philip aboard.

The film concludes with a look to the future, represented by the use of glass-reinforced plastic in the build of HMS Wilton and her successors, the Hunt-class hunter/sweepers and Sandown-class single-role minehunters, both of which are still at sea with upgraded technology.

It also considers the potential use of remotely-controlled underwater vehicles for mine identification and disposal.

View the film via the button on the TCA website www.tca2000.co.uk



Picture: Gerry Lewis

Woking branch fly the flag

WOKING branch attended the annual St George's Day Service at St Peter's Church in Old Woking.

The town's Mayor, Cllr Derek McCrum, was greeted by S/M Ian Fraser and escorted past cadets and standard bearers representing the RNA, the Merchant Navy, the Gurkhas and the Royal British Legion, as well as the Union Jack and the flag of England.

After the service, Cllr McCrum chatted with cadets, then inspected the standard bearers (pictured above).

A luncheon had been hosted by the branch on the eve of St George's Day, at which Cllr McCrum was guest of honour.

The occasion was not only to celebrate the patron saint's day, but also afforded the opportunity for the Mayor to present French Légion d'honneur medals to three branch members.

Former Royal Marine S/M Bill Blount was a shell loader on board a Landing Craft Gun (Large) which gave covering fire to the Canadians landing on Juno Beach on D-Day – at one point the ship took a direct hit, killing one Royal Marine.

S/M Gordon Mustard served on minesweepers during WW2, mainly in the North Sea and North Atlantic and clearing the way for Russian convoys.

Gordon's minesweeper also cleared the way for the construction of a Mulberry Harbour on the Normandy coast in 1944, under continuous fire.

S/M Henry Rice was a Signaller in Landing Ship Dock HMS Eastway, which carried stores, vehicles and troops, as well as equipment for the installation of the Mulberry Harbour.





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Fourth and Eighth

THE Fourth Destroyer Association held its 'Last Ever Reunion' at the King Charles Hotel, Gillingham.

Association and committee members were thanked for their support over the past 15 years, during which time reunions have been held across the country.

However, as the inaugural reunion was held at the King Charles Hotel, it was deemed appropriate that the final event should also be staged there.

The association was formed nearly 20 years ago by S/M Les Welch (HMS Barrosa), and within a decade membership had risen to 300, but has been in decline in recent years.

For members of the 4th Destroyers who wish to continue to meet like-minded shipmates, the 8th Destroyer Squadron Association have issued an invitation to join their group.

www.8thdestroyerassociation.co.uk

RFA memorial rededicated

THE Earl of Wessex has unveiled a plaque at a Falklands RFA memorial rededication service in the village of Marchwood, near Southampton.

The memorial is located outside the church of St John the Apostle and takes the form of two flagpoles, two bespoke benches and stone cladding.

It was first unveiled in 1984 by Capt Phillip Roberts, a survivor from RFA Sir Galahad, who also attended the rededication.

The RFA Association, in partnership with Marchwood Parish Council, assisted in the refurbishment.

Parish Council chairman Cllr Fred White said: "The village has a very special relationship between 17 Port & Maritime Regiment, based in Marchwood, and more specifically the Royal Fleet Auxiliary.

"We are proud to have located in our village a dedicated Falklands Memorial to the RFA that served us so well during the Falklands Conflict and worldwide."

Construction of the memorial began on March 19 1984, less than two years after Marchwood-based Sir Galahad was sunk and RFA Sir Tristram badly damaged. Capt Shattock, Deputy to



● The RFA Falklands Memorial is rededicated at Marchwood; guests included the Earl of Wessex in his role as RFA Commodore in Chief

Commodore RFA, said: "The RFA Memorial at Marchwood is an important part of the RFA's history.

"Marchwood was pivotal to the success to the UK's response to Argentina's invasion of the Falkland Islands.

"It was fantastic to see so many serving and retired RFA personnel here along with Marchwood Parish Council and personnel from 17 Port & Maritime, who continue to deploy on operations to this day.

"The RFA Association and Marchwood Parish Council have

done a fabulous job in organising the rededication and it's been an honour to host our Commodore in Chief, the Earl of Wessex, on this special occasion."

Revd Roger Edwards and Reg Sweet gave readings before the names on the memorial were read out by Capt (Retd) Phillip Roberts RFA remembering all those who paid the ultimate sacrifice on June 8 1982.

After the rededication ceremony Prince Edward met with family members of those who lost their lives, survivors, military personnel and invited guests.



● Cdr Chris Haycock presents Olive Eves with her late husband's Arctic Star medal

Hero's medal is presented to widow

THE Royal Navy has presented a proud widow in Plymouth with a medal awarded posthumously to her husband for his service during Arctic Convoys.

The Arctic Star is a military campaign medal for Royal Navy and Merchant Navy crews who served in ships north of the Arctic Circle in World War 2.

The award recognises the severity of the conditions experienced by those who served in the Arctic protecting convoys taking supplies to Russia by guarding merchant ships against German attack.

Olive Eves was presented with the Star in a surprise ceremony at Devonport Naval Base on behalf of her late husband, Lt Cdr Harold Eves.

Olive, who was celebrating her 93rd birthday, lived in Plymouth until she moved to Australia, and was on a trip to the UK to see members of her family.

She said: "I thought I was going to a restaurant for a birthday meal – then, when we arrived at the naval base I guessed it was something to do with the Arctic Star."

"It has been an emotional day. Harold would have been very proud to have received this medal."

"But sadly he died in 1996, and I am very moved that the Navy has taken this so seriously."

£50 PRIZE PUZZLE



THE mystery ship in our April edition (right) was HMS Duckworth, which was originally known as USS Gary.

The correct answers were provided by Mr M Thomson, of Fife, who wins the £50 prize.

This month's mystery submarine (above) was a revolutionary vessel for the Royal Navy.

Launched on Trafalgar Day 1960 by the Queen, the boat forged a path for later classes – and at one point in March 1971 visited a part of the world to which no other Royal Navy vessel had been.

1) What was the name of the submarine, and 2) what iconic spot did she visit in March 1971?

Complete the coupon and send it to Mystery Picture, Navy News, Navy Command, Leach Building, HMS Excellent, Portsmouth PO2

MYSTERY PICTURE 256

Name

Address

My answers: (1).....

(2).....

MORE than 300 former HMS Ganges boys have paid their final visit to the site of their old training establishment in Suffolk.

The group gathered inside the gates at Shotley in mid-April, with demolition and redevelopment of the site pencilled in for the following weeks.

It is now 40 years since the establishment closed, and developers allowed the final pilgrimage to take place.

The former boy sailors were attending the HMS Ganges Association annual general meeting and reunion weekend at Gunton Hall, Lowestoft, and the event attracted some from far afield.

The travelling contingent included former PO(OEM) Michael A Kerr, who was part of 10 recruitment 1969.

Now an American citizen, who came from his home in Dayton, Ohio, Michael said: "This has been such an emotional day, standing here on the former parade ground and seeing the remaining buildings and the mast – memories of where my working life and career started came flooding back."

"I am so pleased to have been part of today's events."

Also in attendance was former Second Sea Lord Admiral Sir James Burnell-Nugent, who read a lesson during a service held in Nelson Hall on the Ganges site.

The former Commander-in-Chief Fleet did not attend Ganges as a boy sailor – but his links with the Suffolk establishment span three generations.

WRNS date

A 50th anniversary reunion is planned for all women who joined the WRNS during 1966, to be held on August 12 in Portsmouth.

Contact Barbara Cotton (nee Binks) at barbaracotton46@btinternet.com or Maxine Higgins (nee Parish) at maxine_higgins@yahoo.co.uk



● Former Ganges boy Michael A Kerr pays his respects on the parade ground at the decommissioned training establishment, with the iconic mast behind him

Picture: Former LA(Phot) Keith Taylor

His grandfather was Captain of HMS Ganges in 1936 and his father was a Divisional Officer there at the same period.

Admiral Burnell-Nugent spent some of his Fleet Time there – having learnt to swim in the Ganges pool as a youngster.

The roots of the training establishment stretch back to 1821 when a teak-built 84-gun second-rate man o'war was launched in Bombay with the name HMS

Ganges.

After a successful career as a flagship, including time on the South Pacific Station, she was refitted in 1865 and became a training ship for boy seamen, moored on the River Fal in Cornwall.

In 1899 she was moved to Harwich Harbour, but six years later conditions on board became untenable and the 500 or so boys moved ashore to Shotley, at the

confluence of the Rivers Stour and Orwell.

Training continued unbroken at Ganges until the summer of 1976, although during World War 2 the output was switched to Hostilities Only adults.

On June 6 1976 the final parade was held, and the last alumni added to a total of 100,000 or more Ganges boys.

The gates closed for good in October the same year.

An invitation to Ajax

A CANADIAN town named after a British warship is holding a celebration this summer to mark a special anniversary.

And the highlight of the occasion will be the unveiling of a memorial wall on the lake shore.

Ajax in Ontario takes its name from the Royal Navy cruiser that led the attack on German pocket battleship Graf Spee in late 1939.

The resultant scuttling of the German ship off Montevideo in South America was the first major British naval victory of the war, and a burgeoning settlement around a shell plant in Canada took the name of Ajax to mark the occasion.

Strong links with the cruiser,

Arboretum event

TWO of the surviving six veterans of the action attended a service at the Battle of the River Plate memorial at the National Memorial Arboretum in Staffordshire.

S/Ms Ted Wicks (HMS Ajax) and Jim London (HMS Exeter) were guests of the HMS Ajax and River Plate Veterans Association.

Association chairman S/M Peter Danks read out the names of those members who had crossed the bar since their last reunion – seven cruiser veterans, one associate member and two commanding officers of the frigate – the 8th HMS Ajax – Admiral Sir Peter Abbott and Rear Admiral John Mackenzie.

and the later frigate, have been maintained, and roads in the town are named after sailors from Ajax (and after HMS Exeter and Achilles, the other ships in Cdre Henry Harwood's flotilla).

If a crew member or family visit Ajax to see a street named after them, a tree is planted in their honour and a plaque installed.

When frigate HMS Ajax visited its namesake in August 1976 the ship was honoured with the Freedom of the Town – and to mark the 40th anniversary of the visit members of the HMS Ajax and River Plate Veterans Association are travelling to Ontario.

During the visit a special memorial wall will be unveiled at Veteran's Point Gardens, located at the foot of Harwood Ave. on the shores of Lake Ontario.

It honours all veterans who

served in cruisers HMS Ajax, Achilles and Exeter during the Battle of the River Plate, as well as those who served on the 8th HMS Ajax in 1976.

The wall will bear some 4,000 names, and was designed to resemble a ship, with street lights appearing like masts, and an information area designed with features common to a ship's bow.

A special fly-past of a C130 Hercules out of Trenton Air Force Base will also take place during the ceremony.

Ajax will also host a number of street dedications in honour of veterans, and there will be a town parade down Harwood Ave, the main street in Ajax, with a dinner and reception to mark the end of the weekend celebration.

The commemorations take place over the weekend of August 26-28

■ www.hmsajax.org

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Ombudsmen and women tour Type 23

MEMBERS of the Service Complaints Ombudsman team learned about day-to-day life in the RN, courtesy of a visit to HMS Westminster.

Fifteen members of the team toured the Type 23, which is in the final stages of a major overhaul in Portsmouth, to gain an insight into the RN – which in turn will help them when dealing with complaints.

The guests chatted with sailors on the flight deck, in the hangar, on the bridge and finally the SCC – from where the marine engineers keep an eye on a myriad of systems such as propulsion, fresh water, fuel tanks and ballast.

Sailors shared their experiences of all aspects of life onboard – and of life in the wider Royal Navy – and provided an opportunity for the SCO team to talk with various members of the ship's company with varying levels of experience.

"It was good to meet the team and I now have a better understanding of how they work," explained ETWE(CIS) Nancy McGowan.

"Most of them came on board with limited knowledge of a warship. They were extremely interested in our working patterns and learning more about the different watches we keep."

The role of the Service Complaints Ombudsman is to provide independent and impartial scrutiny of the handling of complaints made by members of Britain's Armed Forces.

Naval Families Federation Queries answered

FAMILIES continue to contact us with some very pertinent questions; here are a few that *Navy News* readers may find of interest:

My partner is deploying soon. I've heard that there is a book he can record for our daughter for while he is away?

Storybook Waves exists to help maintain the link between parent and child, no matter how far apart they may be. With a team of trained volunteers, Storybook Waves records parents reading their child a bedtime story, then adds a soundtrack to make a personalised CD so that each child can listen to their parent's voice whenever they want.

To record a Storybook Waves CD, e-mail: info@storybookwaves.org or phone 0300 30 20 183. To find out more, visit www.storybookwaves.org.

My wife has just had an operation and we live in a top floor flat. She also has Crohn's disease and we would like to put in a welfare transfer request to a ground floor flat. Who should we contact?

To support a move for welfare reasons, serving personnel should contact the Royal Navy Royal Marines Welfare Portal.

I and my husband may be separating and I'm concerned about our daughters' education as they are both at boarding school and we claim CEA.

Our eldest daughter is in Year 11 and will be taking her GCSEs this summer. Can she stay in the boarding school until her exams are over? Our youngest daughter has struggled a lot in the past due to mobility, especially a two-year overseas assignment. She has settled in her current boarding school and has never looked happier. I'm concerned that if we lose CEA then she will have to move schools again, which will set her back.

Also we have just been told that we will be moving again, if we then separate, where do I stand regarding housing?

If you do separate then you will be informed you have 93 days' notice to vacate. The Joint Service Housing Advice Office can offer advice on what your housing options are.

Your eldest daughter should be able to continue at boarding school as she is in her final year and your youngest daughter, again may be able to stay in boarding school due to welfare reasons. You need to contact the Royal Navy Royal Marines Welfare team and the Children's Education Advisory Service (CEAS) as you will have to make a claim to continue to receive CEA.

■ Your feedback and views are invaluable, so do continue to keep in touch with us at 023 9265 4374 / admin@nff.org.uk. To receive a free copy of *Homeport* drop a quick message to editor@nff.org.uk with your details.



● HMS Dragon's MA Vicky Bright-Reynolds tends to a patient in the destroyer's sick bay
Picture: L(Phot) Paul Hall, FRPU East

Medics hail new code of practice

A CODE of Practice is now in place for the RN's medical assistants, plus a governing body for their cadre – the latest stage in a long-running drive to 'professionalise' the branch.

The 609 MAs across all ranks and specialisations are professional healthcare providers in their own right, employed in diverse roles given their versatility – on submarines, with commando units, pharmacy technicians, in general service.

But to date they do not have a recognised civilian-equivalent qualification. This means that they are not registered with a governing body in the same manner as all other medical branch professional groups, such as General Medical Council for medical officers, Nursing and Midwifery Council for QARNNS or Health Care Professionals Council for biomedical scientists, operating department practitioners, radiographers and other allied health professionals.

To bring MAs in line with their professional colleagues in the RNMS – and to enhance their professional standing alongside them – the Code of Practice has been introduced.

"The Code of Practice has been introduced to support and guide the MAs so that they can meet the standards I expect – and this in turn will translate into delivery of a consistently high standard of healthcare to all patients," said Surg Cdre Peter Buxton, the Medical Director General (Naval).

This document replaces the MA Covenant which is no longer fit for purpose and was never fully utilised due to the requirement for MAs to 'opt in' – they were offered the opportunity to sign it but they did not have to if they chose not to. The Code of Practice will, for the first time, set out the standards of practice and behaviour which the Medical Director General (Naval) expects from an MA and provides the standards against which an MA can – and will – be measured. All MAs will be required to sign the Code of Practice, irrespective of rank.

"In my seven years as an MA in the Royal Navy, I have seen a lot of changes, and have experienced many deployments both at sea and on land," said MA Vicky Bright-Reynolds from HMS Dragon.

"I believe that the introduction of the Code of Practice for us is a step in the right direction for the medical assistant cadre to achieve the goal of helping patients in routine and emergency health care. Having a professional governing body I feel better equipped to assist in my role."

Also as of last month, a new training pathway has been introduced for MAs, known as Defence Medic – namely a new Phase 2 training course of 47 weeks, which is also undertaken by Army Combat Med Techs and RAF Medics.

This will see MAs receive a civilian-recognised award of Emergency Medical Technician changing to 'Associate Ambulance Practitioner' in the near future – a Level 4 qualification, but unfortunately not one registered with the Health and Care Professionals Council.

MAs will continue to be assigned by the Career Manager in exactly the same manner as they are now once they graduate from Phase 2 training and join the trained strength of the Royal Navy.

See DIN 2016DIN01-077 for further details.

Engineers' endeavours acclaimed

THE engineers of HMS Northumberland were presented with a commendation for their skills while deployed with the Type 23, chasing pirates and terrorists around the Indian Ocean.

The marine engineering department received a Fleet Commander's Commendation for their outstanding contribution – presented by the man himself, Vice Admiral Ben Key.

He said the engineers' teamwork was instrumental in the ship's success during operations back in 2014: "Northumberland and the marine engineering department in particular rose to every challenge they faced during this intense period of operations and are fully deserving of this high level of recognition."

The engineers also excelled themselves during a period in dock, despite unplanned personnel changes, when a gas turbine and two main diesel engines had to be replaced.

During a challenging period of operational sea training the impressive performance continued and the engineers continued to exceed expectations when they integrated the Royal Navy's first ship-based engineering training squadron.

Admiral Key said that had it not been for the department's sheer grit and determination the ship's new vital training role might not have been as successful and as such the crew had set the standard for other ships in the same role.

Representing RN at equality dinner

HMS Raleigh instructor PO Leanne Parry and Lt Cdr Nicola Cullen from BRNC represented the Service at the Business in the Community Workplace Gender Equality Awards Dinner.

The dinner highlights continuing issues facing companies, employers and employees when it comes to gender equality and singles out organisations and their staff who've gone above and beyond to implement change in their sectors.

PO Parry joined the Royal Navy ten years ago as a member of the Queen Alexandra Royal Navy Nursing Service, serving at the Royal Centre for Defence Medicine and with the Defence Medical Group (South West) at home and HMS Illustrious and on operations in Afghanistan on Operation Herrick abroad. Today she passes on her military skills and experience to new recruits as they make their transformation from civilians into sailors at HMS Raleigh.

"The evening was an inspirational insight into the focus and aims of companies – some incredible speakers from a variety of organisations discussed their journeys, shortfalls, successes and achievements in this often challenging and complicated area of employment," said PO Parry, who was selected to attend the event by the Naval Servicewomen's Network.

"I feel very honoured to serve in an organisation leading the way in diversity and inclusion and certainly feel my gender has no impact or influence in my employment."



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A Goody career move

STANDING in front of the gun turret he helped to bring back to life aboard HMS Westminister is King Alfred reservist CPO Stuart 'Goody' Goodwin.

He's one of the former full-time sailors encouraged back into uniform as part of the Project Firefly initiative, which looks to tap into the rich vein of talent and experience of former RN personnel.

In Stuart's case, he joined the frigate's ship's company as they brought the WE department back to life following a major revamp in her home base.

His background as a 'gun buster' lent itself perfectly to helping out with the test and trials of the 4.5in main gun and preparations for the commissioning of magazines.

"I've really enjoyed getting back into overalls and assisting where I could with Westminister's regeneration. I wish the ship's company all the best for the future as they emerge from upkeep," said CPO Goodson.

When she returns to sea, Westminister will be equipped with Artisan 3D radar, the latest combat control system and will be one of the first Type 23s carrying Sea Ceptor, the air defence missile which is now beginning to replace the veteran Seawolf system.

She's due to be handed back to the RN in the early part of 2017.

Faraday

IT'S been a while since our last update and we've been kept busy although the number of changes to be delivered is reducing.

The teams at HMS Sultan and MWS Collingwood are designing the new courses and we here at Faraday are putting in place the 'nuts and bolts' that will make the changes become the norm.

ICF courses are up and running for ET(ME)s, ET(WE)s and LET(ME)s, and the first ET(WE) course passed out on May 6. LET(WE) training has begun and the first POET(WE)s start in July; both will have a conversion course followed by the qualifying course. The first POET(ME)s started at HMS Sultan last month, ready for their ICF course.

Design of the new WE and ME CPO and WO qualifying courses completed in April and the implementation phase is under way with development of the lesson plans. The first ICF CPOET(WE) course is planned for September, with WOET(WE) and CPOET/ WOET(ME) courses anticipated to start next spring. The policy and process for WECS conversion training to ET(WE)(CIS) has been published; further details can be found in RNTM 111/16.

The first selection boards for Fast Track to LET and POET have taken place and will now run as normal business. The updated Fast Track policy has been released in RNTM 164/16, extending the scheme to include Fast Track from POET to CPOET. Fast Track Recording Authorities (FTRAs) have been established in MWS Collingwood and HMS Sultan and are the focal points for all things Fast Track for individuals and units.

WE Departments will start seeing career development journals (CDJs) for the first time as new ICF ET2s appear onboard; if you have one in your section I recommend getting hold of one of their journals and having a look through or chatting with your ME oppo – it's not the same as a task book!

Anybody going to a new ICF course in the future will get one of these. Currently only the ET(ME) and ET(WE) CDJs are available on the Faraday Intranet site, but further journals will be added as they are released.

Provisional Examination (PE) details for ET to CPOET for MEs have now been incorporated into the latest version of BRd 2000(3) (3). The WE aspects are in the process of being incorporated into BRd 2000(4)(3) and until this has been achieved RNTM 326/15 remains valid. BR3 is also under review and will be updated to reflect branch specific changes post Faraday introduction.

The Faraday Team will let you know what's happening in future updates. If you have any questions or comments regarding the programme, contact me, WO1 Simon Smith, on 93832 7440 or NAVY Eng Spt-Hum Cap WO1a. The Programme Faraday Intranet site can be found via the A-Z.

Where to look

RNTMs

164/16 Faraday – Engineering General Service Fast-Track Scheme

143/16 Introduction of Divisional refresher course on the Defence Learning Environment

130/16 Welfare grants

115/16 Rebalancing Lives Fund grant applications

DIBs

14/16 Implementation of the Combined Accommodation

Assessment System (CAAS) for Service Family Accommodation (SFA)

16/16 New Employment Model: amendments to Enhanced Learning Credits and Further Education and Higher Education

DINs

2016DIN10-071 Defence representation at LGBT Pride in London 2016

2016DIN10-020 Inter-Service Paragliding Championships



Doug's legacy at Clyde

WITH the face of her late husband smiling on the mural behind her, Elaine Wylie opens the new gym facilities at Faslane dedicated in his memory.

Some £250,000 has been spent by the physical training instructors at Clyde Naval Base to create the new Doug Wylie Suite.

Lt David 'Doug' Wylie died in July last year from a rare brain tumour – primary CNS lymphoma.

Doug was a legendary figure – his daughter Imogen described him as "like a Scottish Chuck Norris – always on the go", who loved life, fitness, outdoor activities, fund-raising and joke telling.

He was well known across the RN – and not just in the PTI world. His 35-year career embraced parading before the Queen at her Diamond Jubilee in 2012, keeping the crew of Ark Royal fit as her chief PTI when the carrier emerged from a massive refit between 2000 and 2002, editing the branch's Club Swinger, walking the West Highland Way to raise money for RN veterans affected by asbestos-related illnesses, and speaking German.

When his career in the physical training branch came to an end, he continued to serve the RN in media operations.

When it came to revamping the Faslane fitness suite fit for the needs of 3,000 or so personnel based on the Clyde, there could be only one name for the state-of-the-art facility.

HMS Neptune's captain Capt Craig Mearns

joined Doug's widow Elaine and other family members, personnel from HMS Neptune and members of the Royal Navy Physical Training Branch Association.

"Doug loved working at Faslane," said Elaine. "He served at Clyde a total of six times and quite a few people still remember the badgering he would give them during physical training in order to push them to their limits."

"The Doug Wylie Suite is an incredible tribute to Doug and I would like to give my heartfelt thanks to everyone who has made it possible."

The gym features new weights, new bikes, new running machines, new TRX suspension training rig (as recommended by US Navy SEALs...), new balcony area – basically, new, new, new. And there's a wide selection of pictures of Doug tracing his Naval career.

"I have fond memories of Doug, having played rugby with him both at Rosyth and Gibraltar," said Capt Mearns. "His commitment to the RN and PT Branch was tremendous. This new facility is a fitting tribute to him and means he will be remembered at Clyde for many years to come."

Cash for the revamp, which was overseen by CPO Matt Brown, came from the Royal Navy and Royal Marines Charity, the Rebalancing Lives initiative and the Royal Navy and Royal Marines Sports Lottery.

Picture: LA(Phot) Will Haigh

Covenant to revamp club facilities

CASH from the government's Covenant Fund will help Portsmouth's Royal Maritime Club create a new recovery and rehabilitation centre.

The Queen Street club's swimming pool will be adapted for disabled and hydrotherapy use, changing rooms and offices modernised, and the former members' clubroom refurbished, renamed Below Decks and serve as a social area, hosting a display of photographs of Servicemen and women at work.

The grant is one of nearly 180 awarded by the fund, which was established in June last year as part of Whitehall's commitment to supporting schemes under the Armed Forces Covenant.

A meal not to pass over

PERSONNEL in Leach Building were treated to traditional Jewish fare as they were introduced to one of Judaism's holiest festivals, Passover.

CH Kalifa Cham served a mini version of the family meal Jews eat on the first night of the eight-day festival, the Seder.

That meal replicates what Jews prepared on their last night in Egypt before crossing the Sinai desert and Red Sea.

The mainstay of their diet on the flight was matzo – unleavened bread made in a hurry ahead of the Jews' departure – which CH Cham prepared alongside a rice dish for Leach's civilian and military employees.

WE gathering

WEAPON engineers will celebrate the branch's 70th birthday with a day-long symposium at Collingwood on September 21.

The event will include 'The WE are 70 Trade Fair' and an engineering challenge.

See RNTM 109/16 or email WEARE70@mod.uk.

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Sextant is given to unit

A SEXTANT has been given to Plymouth (Drake) unit by Cdr (Rtd) Siân Pope RNR (pictured above), whose father Capt Len Taylor joined the RNR in 1968.

Capt Taylor got a holiday job as a deck boy in a coaster in his native New Zealand at the age of 16 in 1938 – the start of a long career at sea.

He was originally given the very fine sextant by his father in 1942 when Len gained his Second Mate's ticket in 1942, at which point he came to the UK for war service in Mediterranean convoys. He settled in the UK with his wife and daughter, regarding Tavistock as his home, but at the end of the war he had to sell his sextant to fund his studies for a Mate's ticket.

Soon after he was taken on by Manchester Liners, sailing routes to North America, at which point he bought the current sextant.

He retired having commanded 22 freighters and container ships, but he continued to go to sea – he bought a ketch and spent 24 happy years sailing round the UK and Europe with his wife.

And while he used GPS in his latter years, he still used the sextant regularly.

Throughout his career he encouraged young people to study, work, improve and enjoy themselves – and he expressed his wish that the sextant, an old navigational aid but still very much usable, be given to the local Sea Cadet unit.

PO Crash Evans, an instructor at Plymouth (Drake), said: "We were over the moon to receive this item and will take pride of place when we move to Bonaventure House, our new unit and home very soon."

CCF opens

A NEW Combined Cadet Force unit was launched at Plymouth University Technical College (UTC) last month – see our July edition for full coverage.



● Sea Cadets and Royal Marines Cadets from Malta GC unit were on public duty on a hot, sunny day at the Siege Bell Monument, perched above the entrance to Grand Harbour in Valletta. The Malta GC unit, TS St Paul, is based in the Gun Powder Magazine in Kalkara, across the harbour from Valletta. Pictured are Cdt Katryna, Cdt Martina, MC Nicole and Cdt Dylan

Earl of Wessex joins Diamond Challenge

SIXTY Sea Cadets from across the country travelled to Salisbury for the rare opportunity to row alongside a member of the Royal Family as part of the Duke of Edinburgh's Award (DofE) Diamond Challenge.

The charity is celebrating its Diamond anniversary this year, having helped to transform the lives of millions of young people in the UK and across the globe since it was founded in 1956.

The cadets greeted the Earl of Wessex at Salisbury unit before joining him on the River Avon to complete their DofE Diamond Challenge.

This involves rowing the equivalent distance from Salisbury to Windsor – 75 miles – on April 28.

Every year 2,000 Sea Cadets take part in the DofE, achieving their Gold, Silver and Bronze Awards.

A young person joining Sea Cadets benefits from the life-



● The Earl of Wessex joins Sea Cadets in a Trinity 500 dinghy on the River Avon at Salisbury to mark the 60th anniversary of the Duke of Edinburgh Scheme

changing activities, as well as completing nationally recognised qualifications and achievements such as their DofE.

In celebration of its 60th year, the charity launched the Diamond Challenge as a one-off initiative allowing people of all ages to take on a DofE-inspired

challenge, be that an adventure, a skill or something personal, like Sea Cadets and volunteers do at their units all year round.

Capt Phil Russell, Captain Sea Cadets, said: "We are delighted to be part of the Duke of Edinburgh's Award anniversary year.

"Whatever your age, challenging yourself can make a huge difference to a person's self-esteem and wellbeing, and set a positive example to others.

"By offering young people an environment where they can find confidence and inspiration, we can provide far-reaching benefits to them and lay foundations for future success."

Peter Westgarth, CEO of the Duke of Edinburgh's Award, adds: "As we celebrate 60 years of the Duke of Edinburgh's Award, it's clear that the charity is an integral part of life at Sea Cadets, which plays an invaluable role in the development of thousands of young people across the UK.

"It's fantastic to see the Sea Cadets being recognised for the outstanding work they do, and enormous thanks must be given to the volunteers who work tirelessly to ensure that every DofE participant makes the most of this wonderful opportunity."

Southern pilots

SOUTHERN Area Sea Cadets have piloted an ILM Level 3 qualification for cadets in leadership and management.

The course involved practical work and theory over two weekends, with candidates also providing written assignments to the CVQO (an education charity, providing vocational qualifications to youth group members and the adult volunteers who devote their time to running them) for marking.

The course reflected on these senior cadets' leadership qualities to help them refine their personal styles.

Two of the unit instructors, Lt Cdr Jon Vanns and PO Lee Nolan, also undertook the course so that they would know the expectations required of students first-hand.

A second course is planned at Southern Area MACT this autumn.

Lt Cdr Vanns, the ASO leadership, said that this course provides life skills for the students life and will look good on cadets' CV as an industry-recognised qualification.



● MEMBERS of Shirley Sea Cadets recently spent the day at the Historic Dockyard Chatham thanks to a generous supporter. The cadets, based in the West Midlands, toured the Ropery, HM Submarine Ocelot and HMS Cavalier (pictured above), where they had fish and chips in the ship's mess. One cadet said: "An amazing experience, one of the best trips I've had. I found the Ropery tour very interesting – but then I found it all interesting. A great day." The trip was paid for by a member of the public who watched the cadets helping to raise funds for their local Royal British Legion

Cadets on duty at Greenwich ceremony

THE Duke of York, Patron of the Royal Navy's oldest charity Greenwich Hospital, attended an unveiling ceremony to mark the completion of an extensive restoration project at Greenwich Market in London.

And also on official duty were members of Greenwich, Deptford and Rotherhithe unit (pictured right).

Greenwich Hospital set the initiative in motion in September 2012 with a view to enhancing the thriving retail and residential community, which has been in the ownership of the Hospital since 1694.

This investment will boost income, in turn providing an improved charity fund for 26,000 beneficiaries.

Prince Andrew met stallholders and well-wishers, who were enjoying the festivities in the sunshine.

Work on the building included stripping back the roof, cleaning it and installing new material, which has resulted in more light flooding in. A new food court



area has also been created, and new flooring laid.

Greenwich Hospital is a unique Crown Charity which owns much of the town centre in Greenwich, including the market.

Established in 1694, the charity provides support including annuities, sheltered housing and education to serving

and retired personnel of the Royal Navy and Royal Marines and their dependants.

The charity is funded by the rents from the stall holders in the market, the residential and commercial tenants and the historic buildings of the Greenwich Estate.

www.grenhosp.org.uk

SW Area nail the drill test

SOUTH West Area were the winners of the National Drill and Piping competition, held at HMS Raleigh in Cornwall.

Some 300 Sea Cadets and Royal Marines Cadets travelled from across the UK to take part.

The results were:

Overall winning area: South West.

Unarmed category:

Best arena display: Bristol Adventure (South West);

Best squad commander: AC Tom (London);

Best overall unarmed squad: Bristol Adventure (South West).

Armed category:

Best arena display: Weston-super-Mare (South West);

Best guard commander: AC Lewis (South West);

Best overall armed squad: Weston-super-Mare (South West).

Royal Marines Cadets category:

Best arena display: Chatham Royal Marines Cadets Detachment (Southern);

Best guard commander: L/Cpl Olivia (South West);

Best overall RMC guard: Chatham Royal Marines Cadets Detachment (Southern).

Continuity drill:

Best overall continuity drill: Wales North District (North West).

Colour party:

Best overall colour party: Portsmouth (Southern).

Piping:

Best dressed piping area: Flitwick & Amphil (Eastern);

Best individual piper: LC Danielle (Eastern).

Best team piping: Flitwick & Amphil (Eastern).

Gosport at Haslar

MEMBERS of Gosport unit attended a service of remembrance at Haslar Cemetery to remember all those buried on the site since 1850 who served the Crown in times of war and peace, as well as a number of Turkish servicemen.

The Mayor and Mayoress of Gosport, Cllr and Mrs Keith Farr, attended the ceremonies, and the service was led by the Canon Revd John Draper, Chaplain of Gosport and Alverstoke branch of the Royal British Legion, who organised the event.

During the service, a wreath was laid by Cadet First Class Olivia, AC Lucy was in charge of the platoon, the Standard Bearer was Cadet First Class Tom and the Parade Commander was Petty Officer Gunnery Instructor Rycroft of Gosport unit.

Cadet Owen and Junior Cadet Letitia received a trophy on behalf of their unit for their efforts over the past year.

Gosport was the unit that participated the most in events run by their district – in this case the seven-strong Central District of Southern Area.

The Central District Participation Trophy was presented by Cdr (SCC) Karen Christianson RNR, while WO1 Steve Ditchburn SCC, Unit Executive Officer, looked on.

Cdr Christianson's visit was also the opportunity to enrol four Junior Cadets into the Fully Enrolled Cadets cadre – they were Megan, Teghon, Ella and Jake.

Organise a Patron's Lunch

THE MALL in St James's Park is to be the venue for a massive street party on Sunday June 12 in honour of the Queen's 90th birthday.

Among the guests invited along will be many representing organisations and groups of which the Queen is patron – including the Sea Cadets.

But as invitations to the Patron's Lunch are scarce (despite the scale of the party) the Corps is encouraging units to stage their own event for the community in which they are based.

It doesn't have to be a street party – how about a picnic, or perhaps join other units in the area to stage a feast?

Sea Cadet HQ has put together a few tips to help the event go with a swing, including:

Put together a small planning team – no more than five, one of whom is project leader;

Use the opportunity to raise funds for the unit, through ticket sales or collection buckets;

Brand your event – bunting, balloons, flags and stickers are available at www.seacadetshop.org;

Will you provide food, or ask people to bring their own? Remember to cater for vegetarians, and to think about those with allergies;

You must plan, manage and monitor the event to make sure no one is exposed to risk – keep health and safety in mind at all times;

Cadets are never to consume alcohol on Corps premises or while on Sea Cadet activities, and the same rule applies to volunteers who are supervising cadets.

If you want further advice or guidance, email the Headquarters experts at marketingsupport@ms-sc.org



Cardiff help raise flag for Armed Forces Day

CADETS from Cardiff unit helped launch National Armed Forces Day Wales at Caerphilly Castle (above) – a change of venue from previous years.

The cadets will again be providing one of the crews for the field gun competition, which mirrors that of the Royal Navy's own competition, regarded as one of the toughest team events in the world.

The Welsh contingent are eagerly awaiting their opportunity to lock horns with their traditional field gun opponents, HMS Collingwood VCC.

The format of this year's National Armed Forces Day Wales will follow that of previous years, with a parade through Caerphilly town centre, followed by a variety of displays within the castle grounds by the many military units taking part.

FOST pays visit for CCF launch parade

ONE of the most senior figures in the Royal Navy visited Bristol for the official launch of Bristol Technology and Engineering Academy's Combined Cadet Force.

Rear Admiral John Clink, Flag Officer Sea Training, was accompanied by a Corps of Drums from the Royal Marines Band plus other Naval officers, staff, pupils and parents, for the cadets' official inauguration parade at the academy in Stoke Gifford.

BTE Academy, which opened in September 2013, is one of six University Technical Colleges already affiliated to the Royal Navy.

The CCF already has a contingent of 30 cadets supported by three adult volunteers drawn from the academy staff, who have undertaken the initial officer training course at Britannia Royal Naval College in Dartmouth.

"We are very proud to be launching one of the very few school cadet forces outside the independent sector in this region," said Rhian Priest, principal at the academy.

"The Royal Navy is committed to the enduring success of the UTC concept by providing access to world-class facilities and technical expertise to enrich the development of UTC students to generate the technicians and graduates of tomorrow.

"The Royal Navy has been one of our sponsor organisations from day one and our RN Cadet Section will further cement these links."

Rear Admiral Clink said: "I have had a brilliant day seeing BTE Academy's CCF come to life.

"The combination of the UTC and CCF experience gives the UK's future engineers an amazing opportunity, and it's a privilege to have been here to meet such an inspiring group of young people."

The cadets worked extremely hard to prepare and polish their drill movements for the big day, to which the parents of cadets were invited.

The event got under way with a display by the Royal Marine Corps of Drums, and also involved the presentation of awards as well as the formal opening, which was represented by the raising of the flag.

The event finished with a buffet lunch at which guests were able to see what cadets get involved with during their weekly parades, such as drill, rope work, navigation and first aid.

Parents were invited to remain behind after the ceremony to observe a 'normal' parade during the academy's enrichment.

Academy Year 11 student Chloe is following a family tradition after being named Petty Officer in the cadet force.

Both of Chloe's parents served in the Royal Navy, and now the 16-year-old has been honoured by being named as the senior cadet in the new CCF.

"I was chosen after an



● FOST Rear Admiral John Clink (with POC Sophie) meets cadets Elmi, Michael, Will and Kurt at Bristol Technology and Engineering Academy's CCF inaugural parade

interview process was held for leading hands," said Chloe.

"It's a great honour, and my parents are delighted because they were both in the Royal Navy.

"My plan is to go to university to do a computing degree after completing my studies at BTE Academy, and then on into the Navy."



Torpoint travellers

A TOTAL of 30 Sea Cadets and Royal Marines Cadets from Northern Ireland took part in the National Drill and Piping Competition held at HMS Raleigh in Cornwall.

The cadets, from units across the province, took part in several different routines including armed drill (with drill-purpose weapons), unarmed drill and ceremonial piping. Lt Cdr (SCC) Robert MacLennan RNR said: "The cadets have trained hard for the past seven weeks prior to attending the competition, and the spirit and dedication they have all shown is an inspiration given that it was the first opportunity for most of them at a national competition."

Gas power is just Brilliant

A TEAM from British Gas held a 'giving day' at Tunbridge Wells unit.

The work carried out by the British Gas volunteers included hedge cutting, pointing, painting and decorating at the unit's headquarters, TS Brilliant.

Unit chairman Derek Ireland said they were delighted with the support received from British Gas, as it would have taken unit volunteers months to complete the work.

Atlantic parade

MEMBERS of Portrush unit were out in force to help commemorate the Battle of the Atlantic at a parade in Derry/Londonderry.

Cadets were praised for their effort, which won plaudits from VIPs and onlookers alike.

Duo win trip to Africa

TWO Sea Cadets have made the final cut in the CVQO Duke of Westminster Award – and booked themselves places on a trip to South Africa next month in the process.

This year the process of whittling the 27 finalists down to a winning nine was even more difficult than usual – so much so that organisers decided to nominate ten instead of nine, adding an extra place to the South African adventure.

And the two Sea Cadets on that list are POC Gareth, of Dundonald unit, and AC Morgan, of Sunbury and Walton unit.

The ten also attend a special lunch at the House of Lords this month.

The 27 finalists attend a four-day selection event in Somerset, which tests candidates on leadership and management skills as well as individual qualities.

Elements of the selection event include a mini gun-run, command tasks, a theoretical table-top exercise, presentations and interviews.

CVQO Chief Executive Guy Horridge said: "It sounds like a cliché to say, but every year we are privileged to spend time with a fantastic group of young people in Somerset and 2016 proved no different.

"The margins were extraordinarily small and we would dearly have loved to send an even larger group to South Africa if we could.

"Our ten finalists are deserving winners, but all 27 are worthy of recognition for being outstanding young people and great contributors to their communities."



● Second Sea Lord Vice Admiral Jonathan Woodcock with the winning team from Warsash unit

Warsash show how it's done

THE best Sea Cadet unit in the country has been showing a group of VIPs just what it took to win the most prestigious prize in the Corps.

After an action-packed year filled with adventures, hard work and – most importantly – fun for Warsash Sea Cadets, their efforts paid off with the highest accolade that a unit can win, the Canada Trophy, which is awarded annually to the best of the six top Area units.

What makes their achievement all the more noteworthy is the fact that Warsash unit has only been in existence for eight years.

Housed within the campus of Warsash Maritime Academy, which is located where the River Hamble flows into Southampton Water, the team from TS Tormentor has gone from strength to strength.

From a modest start, the unit can now boast a cadet roll of more than 70.

The VIP for the presentation parade was Second

Sea Lord Vice Admiral Jonathan Woodcock, who was accompanied by Flag Officer Sea Training (FOST) Rear Admiral John Clink – who is also a former cadet – Marine Society Sea Cadets Chief Executive Officer Martin Coles and Capt AuCoin Royal Canadian Navy, Naval Attaché at the Canadian Embassy which is located in Trafalgar Square, London.

This group and other illustrious guests and sponsors of the unit were treated to a tour of displays put on by cadets, demonstrating the huge variety of activities on offer at the Warsash unit.

The evening culminated in the presentation of trophies to the unit, and each member of the unit received a personal memento of their impressive achievement – a cloth badge that they can display on their uniform.

The Captain of the Sea Cadet Corps, Captain Phil Russell, visited the Hampshire unit a fortnight later to present the impressive silver trophy itself.

Share your recollections of Winkle

WERE you a friend or colleague of the Navy's greatest aviator?

If so, the team planning a day of commemorations celebrating the life and accomplishments of Capt Eric 'Winkle' Brown want to hear from you.

Whilst his aerial deeds are well known and fully documented, the team planning the event at Yeovilton on Thursday July 21 are looking for stories, recollections and anecdotes of Winkle Brown 'the man' which could be woven into proceedings.

VVIPs, senior military figures, politicians, Eric's family and friends and old aviation colleagues from all around the world will be guests at the invitation-only celebration of his life, which will feature a flypast and flying displays.

Capt Brown died in February aged 97. In addition to a private funeral service for the legendary flier, the Fleet Air Arm was determined to pay its tribute to the man hailed as Britain's greatest ever pilot.

No one has flown more types of aircraft (487), or landed on a carrier flight deck on more occasions (2,407 times). He was the first man to set a jet aircraft down on a carrier deck, attended the 1936 Olympics in Berlin, and, thanks to his fluency in German, interrogated SS concentration camp commanders and Nazi leaders such as Hermann Göring in Allied captivity.

Anyone who can add to this already rich tapestry should contact Capt Geoff Bowker, who's in charge of planning the event, at Room 101, Gazelle House, RNAS Yeovilton, Ilchester, Somerset, BA22 8HT.

Deaths

Adm Sir Edward Ashmore. Passed out of Dartmouth 1936, completed cadet training in Frobisher then midshipman in HMS Rodney and Birmingham. Norwegian campaign 1940 and Force H at Gibraltar. Promoted lieutenant 1941, appointed 2iC of Middleton (Atlantic and North Russian convoys), awarded DSC in 1942 for bravery during Op Harpoon. After specialising in signals 1944 became sqn signal officer and Flag Lt to 4th Cruiser Sqn, British Pacific Fleet, lent to Implacable during air attacks on Japanese-held Truk Island then 1945 in cruiser Newfoundland, where he was Mentioned in Despatches. After qualifying as interpreter was assistant Naval attaché to Moscow and Helsinki 1946-47 then taught at HMS Mercury and was sqn comms officer in Vengeance. Promoted commander 1950, commanded HMS Alert (Far East) and in 1955, aged 35, promoted captain – the youngest since Beatty in 1900. Commanded 6th Frigate Sqn and HMS Blackwood (Med), became Director of Naval Plans 1960-61 then Commander British Forces Caribbean 1963-64. 1965-67 as first Assistant Chief of Defence Staff (Signals) he obtained approval for Britain's first satellite comms system, for which he was appointed CB. As Flag Officer 2iC Far East he commanded evacuation of Aden in 1967. Combined Far East and Home Fleets under one command at Northwood. Persuaded Labour and Conservative governments to build Invincible-class carriers, introduced submarine-launched Harpoon, the Exocet missile and Type 22 frigates. Also made progress towards acquisition of Sea Harrier. 1977 Chief of the Defence Staff. Appointed KCB in 1971 and GCB in 1974. His memoirs are lodged at the RN Museum, Portsmouth; an edited version was published as *The Battle and the Breeze* (1987). April 28. Aged 96.

Capt Colin G Allen. Special Entry cadet into Dartmouth, he specialised in Supply and Secretariat. Joined Fleet 1953

as midshipman in HMS Birmingham in the Far East, seeing action off Korea; HMS Bermuda and Malta. Supply Officer in HMS Tartar (65-66), Officers' Training Officer at RN Supply School at Chatham (67-68) then joined staff of FOST, Portland, 1969; returned to Admiralty to manage S&S officers (71-72). Promoted commander 1971, appointed SO of HMS Bristol 1975, Directorate of Quartering (76-77), Fleet SO at Northwood (78-79) and secretary to Rear Adm Anson. Promoted captain 1980 then Chief Staff Officer (admin) to Flag Officer, Portsmouth. Final appointment was Director of Fleet Supply Duties. MOD. After retiring in 1986 he joined HMS Warrior (1860) in Hartlepool in restoration and brought her to Portsmouth. After four years he left to become secretary of National Historic Ships Committee, helping to create a national policy for the preservation of ships. Liveryman of the Worshipful Company of Cooks. A distant relative of Admiral Lord Hood, he left several artefacts to the National Museum of the Royal Navy. March 12. Aged 82.

Cdr Roy A Anderson. HMS Narwhal, Maidstone, Alliance, Osprey, Dolphin, Warrior, Truncheon, Totem, Tireless, Adamant and FO Submarines. April 5. Aged 80.

Cdr David F Lines. HMS Cochrane, Bulwark, Hermes, Collingwood, Carron, Heron, 891 NAS, DG Ships and HM Dockyard Rosyth. March 30. Aged 87.

Lt Cdr Michael J Doust. HMS Heron, Warrior, Ark Royal, Saker, Fulmar, Eagle, Peregrine and 831 NAS. April 25.

Lt Cdr Donald C Smith. HMS Daedalus, Osprey, President, Albion, Defiance, Sefton, Vernon, Euryalus, Illustrious, 820 & 826 NAS. May.

Lt Alan J Carr. HMS Bronington, Vernon, Iveston, St Angelo, Drake and Reclaim. April 6. Aged 85.

Lt Norman L Worskett. Served 1954-56. March.

Reunions

Bulwark, Albion & Centaur Association welcomes personnel who have served any time on the former carriers R06, R07, R08 and the current Albion and Bulwark. A journal is produced three times a year and annual weekend reunions are held at various locations – this year at Market Bosworth, Warwickshire. Annual membership is £10. Enquiries to Keith Harris (01489 895202) or Denis Askham (01226 384283) or Webmaster at www.bulwarkassoc.co.uk

County Class Destroyers Association: A new RN association for those who served in the eight County-class destroyers, all ex-crews and their families, are eligible to join. On joining you receive a lapel pin, access to members' list and an e-mag, along with details of reunions. Membership is £10 for first year, £5 thereafter. Contact Graham Linton on 07800 711617, or at

g.linton001@sky.com or go to www.countyclassdestroyersassociation.co.uk or find them on Facebook.

September 2016
HMS Indomitable Association: Reunion Sept 2-5 at the Best Western Tillington Hall Hotel, Eccleshall Road, Stafford ST16 1JJ. Bookings via Isle of Wight Tours Ltd, 3 New Rd, Lake, Sandown, Isle of Wight PO36 9JN, enquiries@iowtours.com or ring 01983 405116.

L G Groves Memorial Award Winners: This year's awards ceremony will be held on September 6 at the original crash site in Somerset. Previous winners are invited to attend. If you are a previous winner, or know of one, contact Doug Fowler at acas-rtswarw1so2@mod.uk or tel 030679 88403.

S58 Class Artificer Apprentices: Reunion to commemorate the 50th

Lt Thomas 'Tom' A Snow RNVR. Joined as an Ordinary Signaller 1940. Served HMS Hermione, torpedoed in the Med 1942 (Malta convoys), HMS Queen Elizabeth, and minesweepers St Barbe and HMS Eastbourne. Awarded the Legion d'honneur 2015. HMS Hermione Association. April 7. Aged 95.

Sub Lt Peter D Baker RNVR. HMS Triumph, Beaufort, Anson. April 6. Aged 93. John 'Doc' A Smith PO SBA. Served on board HMS Orion 1944-47. HMS Orion Association. Feb 7. Aged 98.

Anthony 'Jan' Lannin POSA. Served 1952-76 HMS Heron, Comet, Lynx, Sheba, Ark Royal, Orion, Rooke, Decoy, Seahawk, Raleigh and Drake. April 28. Aged 80.

Ernest J Edwards L/H NAAFI. Served on board HMS Orion 1943-47. HMS Orion Association. April 4.

Arthur Melling AB. Served on board HM Submarine Saracen, last survivor. Twice escaped as a prisoner of war and joined the Italian partisans before finally meeting up with Allied forces after the Salerno landings. April 22. Aged 92.

Lyndon 'Taff' P Potts AB (TAS). Served 1967-72 HMS Raleigh, Ajax, Vernon and Plymouth. April 18. Aged 66.

Dennis W D Lowndes. Served in HMS Ajax 1943-45. HMS Ajax Association. April 5. Aged 92.

Alan 'George' Dobson. Served 1958-70 HMS Ganges, Adamant, St Brides Bay (Far East), Goldcrest, Terror, Eastbourne, Cochrane, Troubridge and Whitehall. May 3.

Desmond L 'Des' 'Bunts' Malbon Signaller & Coder. Joining from Home Guard, served 1941-46 at HMS Royal Arthur and in minesweepers Tocsin and Pladda. HMS Royal Arthur Association and RBL Standard Bearer. May 2. Aged 93.

Royal Naval Association

Revd Russen Thomas. Padre to Bude branch and Area 4 RNA. Very active within

anniversary of joining the Royal Navy at HMS Fisgard in September 1966, to be held on HMS Warrior on September 10. Contact Colin Stokes at colinstokes@btinternet.com or tel 01489 581432.

Vanguard veterans: Reunion to be held Sept 30-Oct 2 at the White House Hotel, Worcester (0904 1619 222). Further details from Mrs C Harris on 01543 685099.

October 2016

HMS Relentless Association: Reunion taking place at the Aztec Hotel and Spa, Almondsbury, Bristol BS32 4TS, Oct 25-27. All ex-Fly-Rs 1942-68 and guests welcome. Bookings/details from IOW Tours Ltd, enquiries@iowtours.com or tel 01983 405116. Alternatively, contact the Association Secretary secretary@hmsrelentless.co.uk, tel 02392 599640.

November 2016

Operation Musketeer: Did you serve at Suez? Were you involved in the Port Said Landing on November 5 and 6, 1956? To commemorate the 60th anniversary G C Polli is attempting to organise a reunion of RM, Paras, RAF, RN, and Fleet Air Arm personnel who took part, most of whom will be over 80 now, so numbers are reducing. The reunion will take place in Stafford over the weekend of November 5-6 and will include a visit to the Arboretum. Contact G C Polli, ex-SNCO RM, at gcpolli@gmail.com or tel 01934 632193.

Ask Jack

HMS Punjabi: 74 years ago, on May 1 1942, HMS Punjabi was sunk having been rammed and cut in two by HMS King George V. Both ships were part of Convoy PQ15 bound for Murmansk. Punjabi had altered course to avoid a mine when she was struck by King George V emerging from thick fog. Despite evasive action, the collision was unavoidable. Most of the casualties were in the aft part of the ship. Ken would like to hear from any survivors of Punjabi who would like to communicate with him for a trip down 'memory lane'. Contact Kenneth A Tipper at ktipper@cox.net or write to 597 NE 45th Terrace, Ocala, Florida 34470, USA.

Minesweeping Flotillas 1944: Dave Wright seeks information on 197, 198 and 199 Minesweeping Flotillas in late 1944. Any information, no matter how small, would be welcome. Contact Dave at wright1304@tiscali.co.uk or tel 01638 610711.

Royal Navy - In War and Peace 1960-1966 DVD: Jean is looking for a copy of this DVD in which her husband (Daniel) was shown loading Mk 10 Mortars on HMS Nubian. He has never seen the shot. Most of the online stores show the DVD but they are all out of stock. If anyone can help, contact Jean Smith at nanniejean@icloud.com or tel 01538 722697.

British Chinese Armed Forces Heritage: Yiman Lin is the project co-ordinator of the British Chinese Armed Forces Heritage Project, a partnership project in collaboration with Ming-Ai (London) Institute and Regent's University London. The primary aim of the project is to collect 40 oral history interviews with British Chinese ex-Servicemen and women to create a historical archive which would be the basis for the generation of a series of community-related initiatives. We will be putting up two exhibitions (one in Hong Kong in 2017 and one in London) to the public to showcase the significant contribution of the Chinese who served in the British Armed Forces. The process of collecting material

Talking Navy News

Navy News is available free of charge as a digital file on memory stick or email from Portsmouth Area Talking News for those with difficulty reading normal type. Contact 07770 088388 and leave a message, or email patn-rec@hotmail.com. A speaker that will take a USB plug is required but this can be obtained from the Talking News, or the file can be played back through a computer.

the local church circuit. April 16. Aged 85.

Harry Moffat Marine Engineer. Served 1949-56. Loch Tralaig, Concord, Charity and Diligence. Huddersfield branch. March. Aged 88.

Stephen Cunningham RM. Served 1939-45. Huddersfield branch. Aged 97. April.

Rosie Weir. Associate member Huddersfield branch. April. Aged 87.

Tom Bates Seaman. Served 1943-46 in British Yard Minesweepers protecting Arctic Convoys and based mainly at HMS Europa in Lowestoft. Bloxwich branch. March 7. Aged 92.

Ben Dear. Served 1966-77. HMS Ganges, Cambridge, Zulu, Brighton, Intrepid and Scylla, also St Vincent. Excellent, Pembroke and Nelson. Founder member of Huntingdon and District RNA and first Standard Bearer. April 23.

Robert 'Bob' Ferguson. Cardiff branch.

Harry Butler Fleet CPO FAA. Served 22 years in HMS Ark Royal and as Fleet Chief in charge of Air Dept workshops in HMS Hermes during Falklands Conflict. Awarded MBE for work in modifying Harrier for Naval Service, received commendation from Ferranti for similar achievements. Cardiff branch. April 20. Aged 72.

Donald 'Don' Poole AB. Served 1941-46 in HMS Meteor on Arctic convoys and in support of Operation Torch. Dartford branch. Feb 23. Aged 93.

Association of RN Officers and RNOC

Dame Marion Kettlewell DBE Commandant WRNS. Became driver in 1941 for Flag Officer Submarines and after some months was billeted at Eton College, still as a driver and still without any formal training. Selected 1942 to be commissioned she was appointed as quarters officer of catering and accommodation at HMS Twatt, Orkney, then two years as quarters officer at RNC Greenwich. Promoted to Second Officer she was unit officer to the Wrens at Harwich, preparing landing craft for Operation Neptune. 1944 as First Officer she was appointed to HMS Godwit, Shropshire, helping demobilize several hundred Wrens. From 1947 she held key appointments at supply school at Wetherby, three years on staff of CinC Plymouth and as a Chief Officer in the Admiralty. 1961 she was promoted Superintendent WRNS on staff of Flag Officer Flying Training. Promoted to Commandant, the highest rank in the WRNS, she was Director of the WRNS from 1967-70 and her own priorities were to widen career opportunities, including exchanges with the Canadian and Dutch navies, to bring in new skills to meet advances in naval technology and fill specialist roles and manpower shortages. Appointed CBE in 1964, DBE in 1970, General Secretary of the Girls' Friendly Society 1970-78, president of Association of Wrens 1981-92, April 11. Aged 102.

Matron-in-Chief Cynthia F J Cooke CBE RRC. Joined 1943 and initially assigned to RNH Haslar then Collingwood. Posted to RNH Herne Bay in Sydney, Australia, 1944 and selected to join HMS Formidable, an aircraft carrier converted into a Hospital Ship that spent several months rescuing surviving prisoners of war. Returning to Haslar 1946 then HMS Gosling, RNAS Dale, RNADC Kete, Pembroke, RNH Stonehouse, Plymouth and RNH Chatham. Posted to the Naval hospital on the Peak, Hong Kong, 1956, returned to Haslar 1959 and assigned to RNH Bighi, Malta 1964. After qualifying as Matron Tutor she returned to Haslar in charge of training; promoted to Principal Matron (Training) 1967, becoming Principal

Matron Haslar in 1970; appointed Matron-In-Chief QARNNS 1973. Awarded Royal Red Cross Decoration in 1964, Commander Order of St John 1974, CBE 1975. April 20. Aged 96.

Cdr Robin O B Jackson. HMS Zest, Dryad, Intrepid, Neptune, Hermes, Nelson, Appleton, Dryad, Ark Royal, Mercury, Dampier, NATO and DPR(N). April 7. Aged 85.

Lt Cdr Mike P A Baldwin. HMS Tamar, Danae, President, Hermes, Diana, Rodington and Sparrow. April 12. Aged 83.

Lt Cdr George B D Freer. HMS Excellent, Bulwark, Goldcrest, Wrangler, Agincourt, Drake, Chequers, Carron and Glasgow. April 19. Aged 90.

Lt Cdr David R M Gregory. HMS Zulu, Vernon, Hermes, Ganges, Flintham, Fulmar, Victorious and Seahawk. April 1.

Lt Cdr E D N Kemp VRD. Solent Division RNR and Unattached RNR. April 27. Aged 89.

Lt Cdr Peter D Lowndes. HMS Seahawk, Daedalus, Gannet, Sydney and 816 NAS. March 20.

Lt Cdr Alan C P Spain. HMS Warrior, Seahawk, Bulwark, Ariel, Condor, Peregrine and RNAY Fleetlands. April 14. Aged 91.

Capt R H Nash RM. RM School of Music HMS Victory and RM Deal. March 22.

Submariners Association

John W G Rees PO. Served in HMS Theseus, Bramble, Mull of Galloway, Bulwark, Rothesay and Fife, also HM Submarines Oberon and Taciturn. Portsmouth branch. March. Aged 80.

Philip 'Phil' Bayes PO Elec. Served 1949-54 in HM Submarines Scorcher, Thermopylae and Seraph. Gosport branch. March 11. Aged 87.

John Muir AB. Served 1957 in HM Submarine Excalibur. Dolphin branch. April 1. Aged 79.

Leslie Brown ME1. Served 1958-66 in HM Submarines Tapir, Tabard, Anchorite, Olympus. Sunderland branch. April 27. Aged 77.

Alistair Ferguson PO (REL). Served 1971-75 in HM Submarine Dreadnought (72-73). Scottish branch. April 18. Aged 68.

Peter 'Pete' Hilbert Sto.Mech. Served 1952-55 in HM Submarines Tactician, Telemachus, Thorough, Tabard and Aurochs. Morecambe Bay branch. April 23. Aged 83.

Algerines Association

Sidney Francis 'Will' Hay OM. Served HMS Maenad 1945-46. April 12. Aged 91.

Thomas E Norman Sig. Served Bicester 1943 and HMS Mandate 1946. March 27. Aged 90.

Stanley Peart Tel. Served HMS Aries/ Mutine 1943-46. April 25. Aged 92.

Sports Lottery

April 9: £5,000 – LH F Agostini; £1,800 – Mne R Norrie; £800 – Col H White; £600 – LH A Collins; £500 – Lt J Thomas; £400 – Cdr A Cummings.

April 16: £5,000 – WO1 T Saunders; £1,800 – Mne L Johnson; £800 – AB1 W Rokodino; £600 – AB2 J Clarke; £500 – Cdr G Murray; £400 – LMA K Welch.

April 23: £5,000 – AB S McLean; £1,800 – Surg Lt Cdr K Davey; £800 – AB J Marriott; £600 – Lt Cdr S Dewey; £500 – AB G Henderson; £400 – AB A Bird.

April 30: £5,000 – Cdr S White; £1,800 – AB J Taylor-Fitzharris; £800 – PO J Pridle; £600 – L/Cpl L Keen; £500 – AB D Wood; £400 – Lt S Fraser.

May 7: £5,000 – Mne T Cocker; £1,800 – AB J Stafford; £800 – PO M Jones; £600 – PO A Talboys; £500 – Mne C Maxwell; £400 – AB D Wincott.

Competition

WE featured two competitions in our April issue, and here are the results:

Haynes supplied five copies of their *Westland Sea King – Owners' Workshop Manual* by Lee Howard, and we asked you to name the peninsula in Iraq into which Sea Kings flew commandos during the first wave of the 2003 war against Saddam Hussein's regime.

The answer is the Al-Faw Peninsula.

The winners of the manuals are: A Martin, Twyford, Reading; P Cooter, Frimley, Camberley; A Burgess, New Hartley, Northumberland; D Woolven, Littlehampton, West Sussex; S King, Baldock, Herts.

Adlard Coles supplied us with four copies of *Rescue Pilot – Cheating the Sea* by Jerry Grayson AFC.

The question was: name the playing card featured on the 771 NAS helicopters which gave the squadron its nickname, and the answer is the Ace of Clubs.

The four winners of this competition are K Adlam, Ventnor, IOW; J Harley, Lytham, St Annes; M O'Halloran, Burnham on Sea, Somerset; H Downey, Gateshead, Tyne & Wear.

Entries for the Deaths and Reunions columns, and for Swap Drafts, in July's Noticeboard must be received by **June 10**

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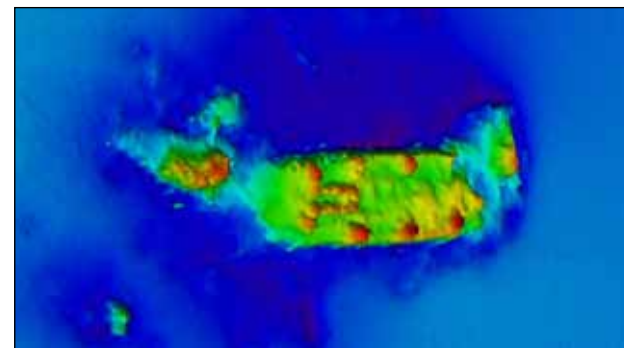
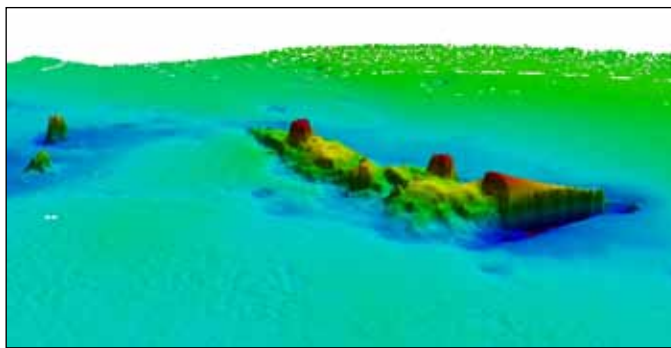
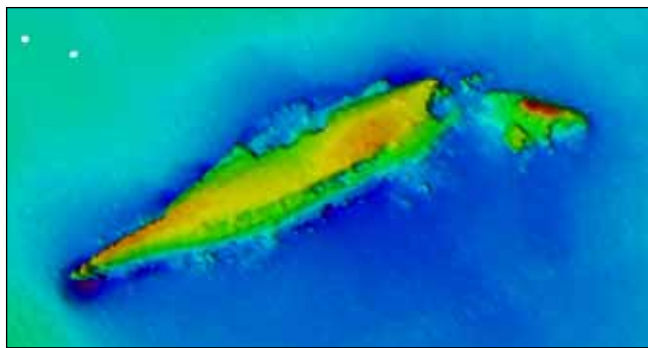
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● The wrecks of Jutland as surveyed by HMS Echo during an expedition to the North Sea 12 months ago – cruiser Black Prince, battle-cruiser Invincible and armoured cruiser HMS Defence

A deep understanding of Jutland

DR INNES McCartney is the leading British archaeologist of modern naval warfare.

I had the pleasure of being his external examiner for his doctoral dissertation where he demonstrated the value of archaeology in putting the record straight as to U-boat losses in the English and Bristol Channels, writes Prof Eric Grove.

Now, in the centenary year, he has turned his attention to the wrecks of the greatest surface action of World War 1, the Battle of Jutland, in 1916.

Jutland 1916: The Archeology of a Naval Battlefield (Conway, £30 ISBN 978-1-84486-416-4) is a handsome, well-illustrated 272-page volume which systematically covers all but two of the Jutland wrecks – the latter, a British destroyer and German torpedo boat are still elusive, but given the difficulties of finding such small ships that is not surprising. The enormous achievement is that so much has been found and forensically analysed.

The book explains the methodology of how the wrecks were identified by using records of the layout of the ships to overlay the archaeology, especially the information gained by modern multibeam sonar. The book goes through all the losses chronologically, starting with the British battle-cruiser Indefatigable which exploded at 16.02 on May 31 and ending with the British destroyers and destroyer leaders sunk in the night action between 23.00 on May 31 and 02.30 on June 1, Tipperary, Fortune, Ardent and Turbulent.

The unfortunate battle-cruiser action has more light shed upon it, with the picture of Indefatigable sinking by the stern after a major initial explosion. The oldest German battle-cruiser, Von Der Tann, had distinguished herself by sinking a slightly more modern ship with only 52 11in projectiles.

One of the many excellent

THE GROVE REVIEW

features is the publication of detailed diagrams to show the layout of the magazines that too often led to the destruction of the British ships, given the almost suicidal ammunition handling arrangements in most of them. Not least of the losses was HMS Queen Mary, the most effective member of Vice Admiral Beatty's Battle-Cruiser Fleet in the 'Run to the South,' thanks at least in part to her Argo fire control system that made up, to some extent at least, for the BCF's lack of practice (overall Beatty's ships required twice as many shells as other ships, on both sides in the battle, to achieve hits). From Queen Mary's wreck we know that this mighty capital ship blew up forward and broke in half, the after part still moving forward until it also sank. The book then moves on to the smaller craft sunk in the early part of the action; two German torpedo boats and two British destroyers, Nestor and Nomad.

When the Germans blundered into the Grand Fleet, the first major loss was the cruiser HMS Defence, flagship of Admiral Arbuthnot's 1st Cruiser Squadron. Hit forward in the magazine under the forward 9.2in mountings the ship blew up as the ammunition passages on both sides carried the explosion aft, blowing off the stern as the after magazine also exploded. Despite this catastrophic damage the ship lies remarkably upright albeit with both ends blown off.

The next major loss was the battlecruiser Invincible. The book makes a mistake saying she was the first battle-cruiser commissioned – in the event she was the last of the first three to come into service – but her loss is fully and interestingly explained in the penetration of her central magazine under 'P'

and 'Q' turrets. The photographs that show her forward magazine apparently going up appear to have been faked.

Next comes the unfortunate German light cruiser Wiesbaden, disabled and then the target for almost the entire British fleet. This tough ship which torpedoed the British battleship Marlborough drifted north before she finally sank, ending upside down on the sea bed. One of her notable casualties was the writer who wrote under the name Gorch Fock whose name was given to the famous sail training ship.

There was also a destroyer action in which HMS Shark and two German torpedo boats succumbed. The captain of the British destroyer, Cdr Loftus Jones, was awarded a posthumous VC for his brave fight against the odds.

Overnight the Germans were able to escape behind the Grand Fleet. Several ships were lost, first the relatively old German cruiser Frauenlob, torpedoed about 22.45. Next was the larger British cruiser Black Prince, which may have been already damaged but which blundered into the German Fleet, blown apart after being hit aft, sinking with all hands.

At 01.45 the new German battle-cruiser Lützow, flagship of the 1st Scouting Group, succumbed to progressive flooding forward and was finally scuttled, her reluctant demise contrasting with the explosive ends of the three British battlecruisers.

The next German ship to sink was the light cruiser Elbing, whose sighting by British light cruisers had initiated the battle. She sank after a collision with a German battleship. Now came the major German loss, the pre-dreadnought SMS



A small ship view of the battle

THE neat but terse entries in his grandfather's diary a century ago prompted Pat Avery to put pen to paper himself.

The result is **Duel in the North Sea: HMS Ambuscade at Jutland** (Sea Funnel, £10 ISBN 978-0-95479-5313, or £5 for the ebook).

Ambuscade is not one of the 'sexy' names from the Grand Fleet – she's a very unsexy torpedo boat destroyer. The battleships and battle-cruisers grabbed the glory – although there wasn't much to be had at Jutland. The destroyers either charged German lines or fended off German lunges towards the British battle lines.

There were dozens of such craft on both sides at Jutland. Some would be blown out of the water when they strayed before the big guns of the enemy fleet. Others, like Ambuscade, would lead a rather charmed battle.

After 30 or so minutes of confused action in the early evening (during which HMS Invincible blew up), with "shots falling very close" to Ambuscade, there was relative calm until shortly before midnight when British destroyers clashed with far heavier German forces.

With curt entries, Phillips' diary charts the destroyer's actions – and gives an insight into moments of terror, but above all utter confusion, of groping in the dark for the enemy. And they're masterful examples of British understatement: "Hot five minutes"; "More hot times"; "Still warm". And at 2am, a single word: Lost.

The crux of Ambuscade's battle lasted from about 11.30pm on May 31 until 1am on June

1, during which time she loosed torpedoes at enemy vessels; at least one hit the cruiser Rostock, which was fatally damaged – but Phillips and his shipmates were not to know.

Ambuscade's story is told simply, but clearly in a very readable yet also engaging style. Charts and colourful schematics of the ship have reproduced particularly well. And the author tells the story not merely of Ambuscade at Jutland (given the brevity of her actions, stretching even to 50 oversized pages would have been tricky), but life in a TBD in the Great War.

A leading telegraphist like his grandfather took home an annual salary of £51 14s 2d – in 2016 around £14,500 – (as a boy seaman, posthumous VC winner Jack Cornwell from HMS Chester received just 7 pence a day – about £8 today).

He would wake at 5am, lash up and stow his hammock, then receive his cocoa ration. After breakfast at 8am the mess would be cleaned. Dinner was served at mid-day, tea a little after 4pm, and supper from 7.30pm. In between the food, there was the small matter of wireless telegraphy to deal with; as an experienced 'sparker' Phillips was expected to read 22 words a minute and transmit ten... and every word was encoded to prevent the Germans listening in.

Duel in the North Sea isn't a comprehensive account of Jutland by any means, but it does very neatly fill a gap in our understanding of the battle when it comes to the smaller vessels in action.

Proceeds from the sale of both editions of the book – available from www.seafunnel.co.uk – go to the RNRMC.



Pommern torpedoed by the British 12th Destroyer Flotilla. The vulnerability of these older German ships was dramatically demonstrated by Pommern's explosive end, taking down all her ships company – 40 per cent of all the German deaths in the battle. The final German loss was the light cruiser Rostock, scuttled after being torpedoed by British destroyers.

All these losses are meticulously

described in what is a major feat of nautical archaeology which adds enormously to our understanding of the battle. In the book's conclusion the author discusses both the basic accuracy of Admiral Harper's original record and the future of the wrecks, many of which have already suffered from salvage. Dr McCartney raises interesting and valid questions about the future of these historic artefacts.

My only serious quibble with the book is its falling into the trap of saying that after Jutland the German Fleet never came out again seeking major action. The too-often-ignored events off Sunderland on August 19 1916 give the lie to that, but that does not seriously detract from what is a truly major and unique contribution to the literature on Jutland. No library on this battle would be complete without it.

When the charts were full of quality material...

GOOGLE Maps, Google Earth, Satnav.

They are brilliant tools for finding your way (and more – we use them daily in researching the stories which fill this publication).

But they're rather sterile. Digital. Computerised. John Blake takes us back to an age when cartography was as much art as science or geography in the second edition of his lavishly-illustrated **The Sea Chart: The Illustrated History of Nautical Maps and Navigational Charts** (Conway, £22.50 ISBN 978-1-84486-3143).

We reviewed the first edition a decade ago, since when the former RN navigator has scoured the archives of the world to uncover more than 40 long-forgotten charts, most of them dating from the medieval period.

The collection reproduced over 190 or so pages is a mix of the hopeful, fanciful, artful and skilful as map-making shifted through the centuries from maps akin to little more than imagination and guesswork, to the detailed charts upon which mariners rely.

Beautiful and colourful though it is, with towns, castles and warships lavishly sketched, a map of the Cornish and Devon coasts from around 1540 bears



little relation to the true lie of the land...

...unlike a map of Scandinavia produced around the same time by a Roman Catholic priest who'd travelled the region for 12 years attempting to steer Nordic peoples back towards his religion (pictured above).

He largely failed. But he did leave us with a stunning memento of the age and region which is remarkably accurate... apart from the scores of fanciful sea monsters waiting to pounce on unsuspecting mariners.

By the 18th and 19th Centuries, the Admiralty was the driving force behind much in the realm of cartography. It made some 40 attempts to first find, then chart, the fabled North-West Passage – the northern link between the Atlantic and Pacific – finally giving up in the late 1850s when it realised a viable route would never be found.

But this tome is not merely a British, or even Western-eye view of seafaring. Indian sailors produced charts. So too Arabs plying their trade in the Nile delta. Japanese merchantmen in Nagasaki. Styles differ, but all served a purpose.

What is clear too is that the more accurate and scientific maps became as the centuries progressed, the less elaborate they became too. Early efforts are richly illustrated with mythical beasts, gods,

animals, ships, landmarks – such as the mosques in cities along the lower reaches of the Nile, crucial for any Moslem sailor who passed this way.

Every ocean, every major landmass as represented by map makers through the ages is beautifully reproduced here alongside insightful text and some 'pull-out panels' which shed light on intrigues of the Seven Seas, such as the discovery of the Gulf Stream in the second half of the 18th Century or France's failed attempt to colonise parts of Australia ('Terre Napoleon') in the early 19th Century.

And we have a shooting expedition to thank for detailed charts of the harbour which served as the springboard for the ill-fated Gallipoli campaign.

Back in 1903, one Lt 'Tubby' Lockyer fancied bagging a few partridges on the island of Mudros. His CO, Capt Alvin Corry, a bit of a tyrant, agreed... but only if Lockyer surveyed the harbour for him – an area of more than 30 square miles.

Lockyer acceded and produced a very thorough chart of the bay, overlooked as it was by four hills: Yam, Yrroc, Eb and Denmad. The chart, if not a bestseller, was sold to seafarers around the world.

Now read those hill names backwards...



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Strewth, that was a tough tour

Marines are mauled as they take on trio of sides in Australia

JETLAG and rugby league do not mix – as the Royal Marines Rugby League squad discovered after travelling 10,000 miles for a tour of Australia.

First up was the Australian Police, current holders of the Police World Cup, who hammered the visitors 68-0.

The Police hosted the visitors in Coogee for a short spell before the squad was moved to Manly to watch the Sea Eagles play the Parramatta Eels. This was an experience few of the squad will forget – especially Steve Riley who was offered a front row seat – with wheels on – and a blanket to put over his legs.

Following a weekend of recovery – and exploring the delights of Sydney

– the squad moved to St Mary's for a match against the New South Wales Fire Service.

The game was played on an absolutely perfect playing surface, but the Corps team was slow to start, getting caught out wide on a few early occasions. Again, though, the physicality of the RM team was outstanding, with fitness and toughness allowing the Corps to cross the line for two tries in the second half.

If the game had gone on longer the fitness would have been more telling, but once again the younger players were exposed to a lesson in back play and clinical finishing as the hosts ran out 46-10 winners.

With four days until the 'Test Match' vs the Royal Australian Navy, the squad enjoyed a boat trip round Sydney

Harbour.

C/Sgt Ben Mardle essentially cleared out the boat's entire supply of free biscuits, and was spotted at one point poking round the hold looking for fruit.

Nevertheless, it was a welcome break from training in 28-degree heat for the lads, and gave them a chance to forget the first two games and concentrate on beating the matelots.

With training and shirt presentations complete, the squad ate its now-customary pre-match lunch by Balmoral Beach and headed to Cabramatta for the match it expected to win.

The RAN unfortunately ran in a couple of early tries, but the fitness of the Corps team and the heavy rain played to the RMs' advantage in the second half, with the lads playing most

of the match in the opposition's 30m.

The finishing, unfortunately, was not as clinical as we would have liked, and the score moved to 14-6 with six minutes to go.

The RAN kicker managed to take about four minutes to miss a conversion, and although the Corps brought the score back to 14-10 there was not enough time on the clock for the Corps to complete the final set of six before the hooter went.

The Training Support Group performed professionally throughout, providing a service which would have made some pro sides envious.

No one is quite sure why C/Sgt Rob Conde came along, but it was good to have him there, if only to add an extra person to make up for Sgt Whisky

Walker's ultra tight-fisted approach to beer purchasing.

Special mention should go to Cpl Karl Anderson, who effectively organised and administrated the tour, and to WO1 Jake Robb whose mix of authority, humour, and admin made the tour run smoothly.

The tour concluded with a meal at Coogee Bay, and on reflection, playing three games in such a short period of time after a long haul flight was a huge challenge for the Corps team and for the rehab staff. But the development gained, both physically and mentally, in such a great Rugby League nation was outstanding. It's a dirty job, but someone's got to do it.

The RMRL will take on the Parachute Regiment at Taunton Rugby Club on July 27. Admission is free.



Cheers from Fighting Foxes to the Foxes

SAILORS onboard HMS Atherstone gathered on the foc'sle, during their transit north through UK waters, to cheer and celebrate Leicester City Football Club's triumph.

During their Gulf deployment in the latter half of 2015, Leicester City stepped in and sent out a new strip for Crew 4 following a call to assist with their old torn kit.

Atherstone's football team is nicknamed The Fighting Foxes and since receiving the kit they have enjoyed a long spell of good luck.

With Leicester having won the Premier League Atherstone thought it was only right to send their support and congratulations back to the mighty all-conquering Leicester team.

The Hunt-class mine countermeasures vessel recently returned home to Portsmouth following her deployment in the Arabian Gulf.

She is currently manned by Crew 4 of the 2nd Mine Countermeasures Squadron.

Spanish eyes are on bodybuilder Steve

A ROYAL Navy sailor reached international level for the first time in his quest for **bodybuilding** perfection.

CPO Steve Winter, who works at Devonport Naval Base, Plymouth, represented his country in Spain for the first event of the year.

He qualified for and was selected for the UK team (UK Bodybuilding and Fitness Federation – UKBFF) competing in the European Bodybuilding and Fitness Championships in Santa Susanna.

This major achievement entitles him to enter future international events when selected.

Major bodybuilding competitions include the Arnold Classic, International Federation of Bodybuilding (IFBB) Diamond Cup and Amateur Olympias.

Steve works for the Royal Navy's Flag Officer Sea Training organisation as a ship's damage control instructor, coaching Royal Navy personnel and those from foreign navies in fire-fighting, damage control, chemical training and search and rescue.

He said: "I suppose this is a bit of a once-in-a-lifetime opportunity to represent your country."

Steve started competing in bodybuilding in 2011, and has qualified for two British Finals (but could not compete due to commitments) with the Natural Physique Association (NPA) and had placings in the top three with two regional shows.

This year he switched from the discipline of 'bodybuilding' to 'physique'. This has been a successful move – leading to victory in the (UKBFF) Masters (over 40's) Physique class.

It is as the national masters physique champion that he has been selected to be part of the UKBFF team in Spain.

The IFBB are the biggest bodybuilding

and fitness organisation in the world (Mr Olympia in Vegas is an IFBB event.)

Steve added: "I decided to compete again after two years away from the stage, as I felt I had not fully achieved what I wanted. It was unfinished business, gaining that elusive first place."

"I dieted for 15 weeks to get into my peak condition and it does get more difficult as you get older, as your metabolism slows down and you have more commitments in life to deal with, but I wouldn't change it for the world."

"To win my masters in Liverpool was very emotional and I felt elated."

"But never in a million years did I think I would be representing the UK at 42 years old overseas in an international competition."

"If it wasn't for the support of my amazing wife Samantha and my family, I wouldn't have been able to get to where I am now."

This event, the 2016, includes the following disciplines: men, women, juniors and masters

titles in bodybuilding, classic bodybuilding, physique, fitness, body-fitness, bikini-fitness, and mixed pairs.





● LPT Cameron Grant-Forbes receives his trophy from Cdre Andrew Kyte; Competitors at the Royal Navy and Royal Marines Surfing Championships in Cornwall



Sandra leads the way at surfing championship

THIRTY-EIGHT surfers took to the water in Cornwall for the Royal Navy and Royal Marines **Surfing** championships.

First of the three disciplines at Penhale Corner, Perran Sands, saw the women's open where AET Kat Batten and MA Terina Thomas battled in vain to keep up with Sub Lt Sandra Olmesdahl.

The men's shortboard competition attracted the largest group of surfers, and AB Chris Lewis, Mne Ben Rueth, LAET James Jervis and LPT Cameron Grant-Forbes emerged from the heats and semi-finals to contest the final.

It was a close run thing with AB Lewis, who will admit he is not a fan of cold water, smashing the lip whenever possible.

But it was Mne Rueth from RM Poole who showed why he was once a semi-pro surfer by scoring a 9.5 and a 9 with stylish power moves and turns to take first place.

Unfortunately as there was a no-show from the bodyboarders, the last category to surf was the men's longboard.

Eleven men and Sub Lt Olmesdahl broke down into three heats on the pushing tide and showed their wares.

New to this year's championships, and indeed the sport of surfing, was the RNRM Surf Association's President Cdre Andrew Kyte.

Giving it his all in the intermittent 2-3ft waves, he had a workout he will not forget in a hurry.

After just short of two hours, which included the semi-final heats, four surfers started the longboard final.

With drop knee turns, cutbacks and the odd hang five, the four finalists Sub Lt Olmesdahl, AET Matt Gough, Cdr Paul Matthews, and LPT Grant-Forbes battled to claim the top position.

A close final again had Sub Lt Olmesdahl near the top position, but it was LPT Grant-Forbes with a mixture of progressive and traditional longboard surfing who came out on top to claim this year's top prize in the competition.



● Lt Steve Currie at the UK Armed Forces Equestrian Championships

Picture: CPO(AEA) Richie Crane

Rosettes haul for hot Currie

ROYAL Navy riders scooped a haul of rosettes at the UK Armed Forces **Equestrian** Championships at Addington Manor in Buckinghamshire.

Lt Cdr Jill Monnox and her new horse Sonny made their RN debut and finished in sixth place in the Preliminary Dressage event.

The open team showjumping contest saw the Royal Navy senior team of Adm Simon Charlier, Cdr Jo Bollen and Lt

Steve Currie set a fast round. They were pushed into second place by an Army side from the Defence Animal Centre.

The rest of the afternoon saw ribbons aplenty for Lt Currie in the Puissance and Six Bar jumping classes.

The following day saw Lt Cdr Judith Brocklehurst and Lt Donell Fairweather finish third in their respective 70cm and 90cm showjumping classes.

A huge field in the 1m showjumping contest saw all Royal Navy senior riders

impressively jump double clear rounds in fast times, with two riders being highly placed.

The 1.10m showjumping class provided an exciting finale to the championships, with Lt Currie being pipped to the post after leading for most of the class. Adm Charlier finished close on his heels.

Anyone interested in getting involved in Royal Navy dressage, showjumping and eventing should contact Cdr Jo Bollen at jo.bollen474@mod.uk

Historic win for BRNC

BRITANNIA Royal Naval College **Football** Club won the George Lang Cup to make history as the first college football team to bring back silverware.

The team, formed last September, beat Plymouth University 3-2 in the final held at Weston Mill in Plymouth.

Qatari international Amir Al Abduljabbar scored two goals with Mid Joseph Souch also netting.

The team also finished runners-up in the Devon Wednesday Premier League.

Founder and player manager Lt Darren Roach, who hails from Plymouth, said: "For decades, the prestigious BRNC has produced young officers with the spirit to fight and win. Many of these young leaders have represented the college in sports such as rugby, cricket and rowing. All have managed to bring back silverware to the college in the past, but football hadn't, until now."

Third time lucky for UK netballers

THE newly-branded UK Armed Forces **Netball** Squad achieved their first International victory over the Gibraltar National Team in only their third game of the season coached by the RN.

The UK side won their match 41-36 and went on to beat a Gibraltar Under-17 team 54-14 before losing 57-13 to a strong Wales side.

The UK AFNA have a weekend training camp with performance coaches and athletes from England's Netball South at HMS Nelson next month where they can consolidate this season's work and prepare for their fixtures in 2017.

The 2016 Squad comprises seven Royal Navy, ten Army and four RAF players. The RN players are: LPT Emma Phillips, LStd Lizzie Rowe, LLogs Shanda Hanson, LNN Abigail Wrigley, MA Jordon Ayton, MA Nicola Albutt and Std Lucy Darke.

Masterful displays

TWO Royal Navy sailors became Commonwealth Master Champions at the **Judo** Championships in South Africa.

WO John Thacker and LH Ronda Crampton-Reid had prepared and trained for the contest in their own time for the last year.

John, who trains at various clubs in Shrewsbury, represented Scotland and competed in the M6 Under-81kg category.

He faced a tough final against the host nation, beating a former paratrooper and throwing him to earn maximum points and secure the gold medal.

Ronda, who trains at Gosport Judo Club, represented and competed in the F2 over-78kg

category.

The Portsmouth-based sailor was the lightest competitor in the group, giving away between 15 to 25kg as she made light work of the competition, winning both of her fights with maximum points.

Six days after the Commonwealth championships, both fighters took part in the South African ranking contest, with players who competed in the Commonwealth championship as well as those who did not qualify.

Both Naval personnel took gold in their relevant categories, while Ronda also took a silver medal in the senior event – taking the pair's medal tally to four golds and one silver.



● Ronda and John were both successful in South Africa

Ageas Bowl to host Armed Forces match

HAMPSHIRE **Cricket** Club is hosting its Armed Forces event at the Ageas Bowl on Thursday June 2.

The evening's T20 NatWest Blast match against the Kent Spitfires will be preceded by a game between a Hampshire 2nd XI and a UK Armed Forces XI.

Off the field, as well as a 40ft climbing wall, there will be performances from the Military Wives Choir and the HMS Collingwood Navy Marching Band, whilst fans will have the unique opportunity to get up close and personal with a number

of military vehicles on site.

The first match starts at 1.30pm with the T20 fixture beginning at 7pm.

Past or present members of the Armed Forces are entitled to a big discount on tickets for the match, at £10 for adults and just £1 for under 17s.

Tickets for all seven of Hampshire's NatWest T20 Blast matches at the Ageas Bowl are available to purchase online at ageasbowl.com, over the phone on 0844 847 1863, or in person at the Ageas Bowl Ticket Office during normal working hours.



No limits for paragliders

NAVY **paragliders** enjoy the scenery in Wales as they accumulate time on the Club Pilot Low Air Time Course.

Newly-qualified paragliders Cdr Stuart Blackburn, Lt Cdr Chris Hodge and Sub Lt Chris Jamieson joined forces with personnel from the Army and RAF for the course at Crickhowell in Powys.

The course is designed to offer the opportunity for qualified pilots to fly at a variety of locations around the UK under the expert guidance of military employed instructors.

Paragliding is not only one of the 30-plus recognised sports in the Royal Navy but also one of the nine Adventurous Training activities sponsored by Defence.

As such the Military will provide all the training required to get you in the air, from complete novice on the Elementary Pilot Scheme through to being a qualified pilot on the Club Pilot scheme.

After that, you join the Royal Navy Hang Gliding & Paragliding Association (RNHPA) and your local club and, as they say, the sky is your limit.

Through funding, courtesy of the RN/RM Charities and Sports Lottery, the RNHPA has obtained the resources to purchase full sets of equipment (buy your own helmet) for the next four AB/LHs (or RM equivalent) who qualify through either the centre at Crickhowell or their sister centre in Bavaria.

For more information about becoming a Royal Navy Paragliding Pilot contact Lt Ali Andrews on 07867908759.

Tough times for Navy women and veterans

BOTH the Royal Navy Rugby Union Women and Mariners suffered defeat in their bids for Inter-Service glory.

The women knew they would be up against it as they took on an Army side fielding six internationals and 12 UK Armed Forces players at Kneller Hall.

Driven on by skipper Charlotte Fredrickson they asked early questions of the Army defence but couldn't convert possession into points.

The Army turned up the pressure and speed of play and started notching up points.

However, the RN Women were clearly getting on top of the Army game plan and two Army players were sin-binned and a plethora of penalties were conceded.

The RN Women's heads never dropped with exceptional performances from Helen Stevenson and Sam Bannard both in attack and defence.

Their determination was almost rewarded early in the second half as they successfully pressured the Army defence only to come up short of the line. Alas, a fairy tale end to the season was not to be and the Army ran in 74 points to no reply.

Pippa Hutchinson was presented with the Roger Sherratt Trophy, which is awarded to the member of the RNRU Women's Team who is deemed to be the most valuable player of the season.

The Mariners had a bright start in their game against the Army but it was the Masters who scored the first try as Vukinavanau glided through the Mariners' wayward defence.

The Masters soon extended their



● RN Women put up a brave show against the Army; Paul Clark kicks for the Mariners



Pictures: Alligin UK Ltd

lead when a well-worked attack was finished off by winger Ratu, another conversion extended the Masters' lead to 14-0 after just 20 minutes.

The Mariners forced their way onto the scoreboard with a successful Mardle penalty kick (having just had one bounce off the post) following further ill-discipline from the Masters.

The Mariners would have settled for 14-3 at half time but the Masters scored a decisive try when winger Ratu crashed over from short range to score his second converted try.

The Army, down to 14 men following an infringement before

the break, took advantage of the Mariners' poor start with Slade-Jones exploiting the space around the ruck to dart over the line to put the Army Masters 28-3 ahead.

The Mariners pulled a score back when lock Mortensen broke away from the maul and burrowed his way to the line.

Success breeds success and with the score standing 28-8, the Mariners upped their intensity and were rewarded minutes later with a try from full back Sayer, the Mike Connolly Award Winner for 2016, finishing off a sublime backs' move.

Powerful ball carrying from

Mariners' Matanatabu drove the ball into the Masters 22 before quickly moving the ball to Mardle to crash over the line.

This time the conversion was successful taking the score to 28-20. But all was for nothing as the Masters ran in three unanswered tries to seal the victory. The final score 47-20.

This season marked the retirement of Mariners' Training Support Group team manager Andy McBeath and head coach Gaz Ibbotson. They were jointly awarded the Soapy Watson trophy by guest RNRU coach, former Scotland and Saracens player Kelly Brown.

Mixed bag for Sutherland

RUGBY players from HMS Sutherland took on 3 Scots Brigade during a visit to their affiliated town of Invergordon.

The home side won a turnover at the ruck on the 29th minute and ran the full length of the pitch to score the first points of the game.

A poor ten-minute period followed with Sutherland conceding three more tries. POCIS C Harris went into the blood bin and LSAWT Shiner Wright went off for a head injury assessment.

The second half saw Sutherland make a few changes, with ETME Jonesy Jones moving to fly half and Sub Lt Ben Massey moving to inside centre, ABWS Jack Last making his debut at blindside, and LSAWT Zeldia Bowyer replacing Shiner Wright.

Another dominate start saw Sutherland put on more pressure and saw 3 Scots down to 13 men with two men in the sin bin.

Sutherland finally made the break through with Jones making a break past the gain line after the forwards had pulled in most of the defence. Jones then passed to Ben Massey who weaved through to find ABWS Sion Norvill on the wing to score.

Straight from kick off Sutherland returned back into 3 Scots 22 and ETWE Ash Miller crashed over to make it 15-10.

3 Scots were soon back to full complement and put Sutherland under the sort of pressure they had been applying to them. 3 Scots scored the final try of the game to end 34-17 victors.

Sutherland's **footballers** had more success as they took their unbeaten run to five games with a 2-2 draw against 3 Scots.

Sutherland took the lead five minutes in when ET Matt Phillips slotted the ball through to ET Kris Lindsay to finish off with a left-footed strike.

Twenty minutes in Sutherland had a free kick inside the 18-yard box due to a back pass picked up by the 3 Scots keeper, the resulting indirect free kick was neatly scored by LET Bews but was deemed a no-goal due to an infringement by 3 Scots wall. The free kick was retaken but was narrowly placed wide. Forty minutes in and 3 Scots slotted home an equalizer.

In the second half 3 Scots had control of the game and took the lead with a tap in from close range after a rebounded shot was saved by LCH Sam Payne.

Sutherland changed their tactics with ten minutes to go, switching to a 4-4-2 formation which paid off when ETCIS Ryan Bennett let fly from 25 yards finding the top corner of the 3 Scots net.





Triumphant at Twickenham

Last-gasp comeback sees Navy take Inter-Service crown



Words and pictures: Alligin Photography / © Geraint Ashton Jones, © Andrew Fosker and © Nick Flexman

A SUPERB second-half fightback saw the Royal Navy **Rugby Union Seniors** take the Inter-Service Championship for the first time in six years at Twickenham.

With 30 minutes left of the 99th Navy v Army fixture, the Army had an impressive 26-7 lead before the Royal Navy fought back to level the match in the last ten minutes, sharing the Babcock Trophy.

It was the Royal Navy who drew first blood as the game reached the end of the first quarter. Having comfortably survived a period of sustained Army possession the Navy worked their way back up to midfield.

An Army penalty allowed Nathan Huntley to kick to the corner and the Navy crowd braced themselves for the customary driving maul. The lineout was 15 metres out, Edd Pascoe called the ball to himself and showed great discipline not to transfer the ball when the Army refused to engage.

The tactic was to horribly backfire on them as Pascoe drove through and cleverly off loaded the ball to prevent the Army regrouping their splintered defence.

From three metres out man of the match Dave Fairbrother was not to be denied and he crossed for the opening try, Jon Humphrey adding the conversion to give the Royal Navy a 7-0 lead.

From the restart the Army once more monopolised possession and this time their patience was rewarded when, with the defence stretched, England international Semesa Rokoduguni arced wide to break the line and cross for the first of his two tries. James Dixon's conversion levelled the game 7-7.

Having been the toast of the Royal Navy it was the turn of David Fairbrother's Mr Hyde to surface. He always plays the game on the edge but following a television review his high tackle prompted the first yellow card of the match and the Navy had to suffer ten minutes with 14 players. It was to prove expensive as Roko crossed for his second after the Army's fullback, Owain Davies, had also scored in the corner. With only one

conversion landed the Army had established a 19-7 lead and were bossing the game. This was to continue until halftime and at the start of the second half where Dixon began to turn the Navy's defence with some astute kicking.

With the Navy struggling to get in to the match it was the Army who were to score first in the second half when scrum half James Farrell stretched out from close range to dot down.

With the conversion landed the Navy were the wrong side of a 26-7 score line and with only 30 minutes of the match left the Navy crowd were silent.

The situation called for something drastic and so the Navy quickly sent on their young replacements along with a couple of veterans, B Buinimasi and Kyle Mason, who brought on a wealth of experience. However, it was the youngsters who were to hit the headlines.

Their moment in the spotlight was aided by some fulsome traditional battering play led by the returning Dr Jekyll. Fairbrother repaid his team fully for his earlier indiscretion and produced a period of sustained driving play that forced the Navy in to a strong field position and forced Paul Llewellyn from the field as the Army conceded one too many penalties for the referee's patience.

First replacement scrum half Gareth Rees exploited a chink of space from short range on his right to get the Navy crowd going. Then with Chris Robinson to the fore, ably supported by the Maltese International duo of Harry Collins and Kyle Mason, the Royal Navy pack forced the Army in to reverse and when they buckled the referee went under the posts for the penalty try.

Those in red were falling silent, White Ensigns, previously hidden, were being unfurled and the Navy followers were beginning to find their voices.

When Rhys Dimmock-Williams crossed shortly after to level the scores the noise of appreciation was quickly filled with a tension that spread around a sold-out Twickenham crowd. The Royal Navy support knew now

that a draw was the victory that they needed, nine minutes to go and the Inter-Service trophy was on the line.

With seven minutes left the Army were restored to a full complement with the game being played in the middle of the pitch and both sides showing a degree of nervousness that was being shared by the crowd.

Wave after wave of Army attacks continued before the referee's arm went out for advantage Army. It didn't come so he returned for the penalty in front of the post and Davies held his nerve to put the Army three points in front with two minutes left.

The Army could not clear their half and conceded a penalty 40m out but in front of the posts. Jon Humphrey had earlier missed one from a similar range but he made no mistake with the one that mattered. The match was 29-29 and in the last minute.

The Army were soon deep in the Navy territory but without the ball. The Navy did not try anything flash but simply played the ball with control and support on the edge of their 22.

The seconds continued to count down, the referee called last play and the crowd erupted. The Navy had secured the Inter-Service title.

Royal Navy team: Sgt Gaz Evans (CLR), LA(AH) Ben Priddey (Capt) (RNAS Culdrose), CPOAET John Court (Culdrose), Musn Edd Pascoe (RM Band Plymouth), LAET John Lamsin (Culdrose), Cpl Ben Fox (40 Cdo), Mne Jarrard Hayler (Plymouth AFCCO), Cpl Dave Fairbrother (42 Cdo), NA(AH) Cory Moore (RNAS Yeovilton), Mne Nathan Huntley (30 Cdo), Lt Matt Bowden RN (FOST), Mne Mat Tichias (11 ATTU RM), ET(ME) Sam Davies (HMS Ocean), Mne Greg Welling (1 AGRM), AET Jon Humphrey (HMS Sultan). Replacements: Mne Harry Collins (CTCRM) for Ben Priddey, NA(AH) Kyle Mason (Culdrose) for Gaz Evans, Mne Chris Robinson (CTCRM) for John Court, NA(AH) Ben Watson (Culdrose) for John Lamsin, Mne Dom Taylor (42 Cdo) for Ben Fox, AB(MW) Gareth Rees (MCM2 Sqn) for Cory Moore, AB(D) Rhys Dimmock-Williams (MCM2 Sqn) for Matt Bowden, Log Silvenusi Buinimasi (HMS Argyll) for Sam Davies

■ Defeat for RN rugby women and veterans, see page 47

